Supporting Document 1-12

Transportation Existing Conditions Report

Twin Creeks Environmental Centre Landfill
Optimization Project Environmental Assessment
WM Canada

Watford, Ontario

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Prepared by:

HDR Corporation 100 York Boulevard, Suite 300 Richmond Hill, ON L4B 1J8







Executive Summary

HDR Corporation was contracted by WM Canada (WM) to prepare this Transportation Existing Conditions Report as part of the Twin Creeks Environmental Centre Landfill Optimization Project Environmental Assessment (EA). The purpose of this report is to provide a description of existing transportation conditions within the study areas.

The TCEC is located approximately 1 km north of the Village of Watford in the Township of Warwick, southeast of the intersection of Zion Line and Nauvoo Road. For Transportation, the On-site Study Area corresponds to the existing TCEC site, and the Off-site Study Area has been extended to include external study area intersections that are used by facility vehicles to serve the local and broader areas based on known haul routes and typical origin-destinations for site traffic.

There are approximately 6 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed optimization would provide additional airspace capacity of up to approximately 14 million cubic metres (m³), which could extend the site life by about 12 years (from 2031 to 2043), and may be achieved through alternative landfill configurations or alternative methods within the existing 301-hectare TCEC site area. No changes are being proposed to the current TCEC site area, the approved service area, or the annual fill rate.

The day-to-day operations of the TCEC are expected to continue as they are today in terms of the traffic generated daily and during peak hours. While the landfill optimization will allow for the operating life to be extended, there will be no changes to the daily or yearly tonnage limits. Additionally, the site access and haul routes are expected to remain the same, with the majority of the site traffic heading north towards Highway 402 and a smaller portion of the site traffic destined to/from the south and to/from the immediate area. As a result, the site transportation conditions external to the site are not expected to change significantly from current day operations, with the understanding that day-to-day fluctuations and monthly variations in demand are expected.

This report documents the existing transportation conditions by reviewing the TCEC weigh scale data and traffic data, documents existing traffic operations at study intersections including the weigh scale, reviews historic collision history to identify any safety signals and in particular any safety signals that appear related to the TCEC, and reviews safety for the Nauvoo Road site entrance in terms of turn lane storage and taper requirements.

For a conservative assessment of existing traffic conditions, the traffic analysis was based on traffic conditions representative of a day when the TCEC experiences high activity, and which is expected to occur only occasionally throughout the year.

Summary of Existing Conditions

Site Traffic and Intersection Operations

The majority of site traffic is destined to/from Highway 402 to the north. The site traffic was adjusted using the weigh scale information to adjust the site truck traffic so that it was representative of a high volume/high activity day. This resulted in 47 inbound and 77 outbound trips during the weekday AM peak hour, 44 inbound and 52 outbound trips during the midday peak hour, and 26 inbound trips and 30 outbound trips during the weekday PM peak hour. The site traffic volumes were then used to model the inbound queue length which confirmed that the queues may extend back to Nauvoo Road resulting in queuing in the northbound right-turn lane and the southbound left-turn lane. This confirms expectations for high activity days. However, the majority of the time there is less activity (fewer trucks) entering the TCEC and the queues do not reach to Nauvoo Road. In addition, during peak periods the second scale can be utilized for managing inbound vehicles to reduce the inbound queue length.

Traffic operations for study area intersections surrounding the TCEC were analyzed using 2022 traffic data, adjusted to represent a high activity day for the TCEC. The operational analysis indicates that the study area intersections are operating well and within acceptable thresholds in terms of volume-to-capacity ratios, delays, and queues. All individual movements at study area intersections are currently operating with Level of Service 'C' or better which is considered acceptable. Typically, Level of Service 'D' requires monitoring, while 'E' and 'F' are considered unacceptable. Additionally, the highest volume-to-capacity ratio for any individual movement is 0.28, while the need for mitigation is not considered until the volume-to-capacity ratio exceeds 0.85. There are no operational concerns to note based on the traffic analysis.

Road Safety

Safety was reviewed from the perspective of driveway sightlines, storage lane/taper requirements, and historic collision history. It was found that the TCEC site entrance on Nauvoo Road has sufficient sightlines and that the storage and taper are adequate and correctly designed. During the site observations there were no close calls or collisions observed. Additionally, the location of the proposed location for the RNG facility was assessed for sightlines and confirmed to have adequate sight distances.

Safety was reviewed based on collision history analysis over the previous 5 years of collision history. The collision analysis did not reveal any key indicators for collisions such as frequent collisions or repeated collisions locations and types of collisions, which would indicate design deficiencies, or other trends associated with environmental conditions. Furthermore, the collision history did not reveal a prevalence of truck-related collisions or collisions associated with the TCEC site entrance location on Nauvoo Road. As a result, there were no safety signals arising from the collision history analysis and the collision history rates do not indicate a high frequency of collisions for the study area.



Signage recommendations from the 2017 Road Safety Audit included an advance warning sign that the northbound acceleration lane is ending on approach to Zion Line, and "share the road" signage along Nauvoo Road to let drivers know that cyclists may use the roadway. This signage had not been installed as of the February 2023 site visit. The installation of signage along Nauvoo Road is at the discretion of the County of Lambton. The current Road Safety Assessment did not identify any safety signals related to these recommendations.

Future Conditions

Future conditions will be assessed in the Effects Assessment report. The future conditions assessment will include two scenarios:

- Future Background Traffic Conditions this is the 'Do Nothing' scenario assuming
 the facility continues to operate as it does today with no changes to site operations.
 This scenario includes general background growth and traffic associated with
 planned new developments. The impacts of development will be compared with
 this scenario.
- Future Total Traffic Conditions this is the scenario that includes the future background conditions (background traffic growth and traffic associated with new developments), as well as any future facility expansion and associated changes to site traffic, including traffic associated with the future Renewable Natural Gas Facility.

Future conditions will include general background traffic growth as well as traffic associated with any future developments which may contribute traffic to the study area roadways. Future developments or traffic generators will be confirmed with the Township and County.

Acronyms, Units and Glossary

Acronyms

Acronym	Definition	
AADT	Average Annual Daily Traffic	
ATR	Automatic Traffic Recorder	
DHV	Design Hourly Volume	
EA	Environmental Assessment	
GHG	Greenhouse Gas	
НСМ	Highway Capacity Manual	
LFG	Landfill Gas	
LOS	Level of Service	
MECP	Ministry of Environment, Conservation and Parks	
OEAA	Ontario Environmental Assessment Act	
RNG	Renewable Natural Gas	
SADT	Summer Average Daily Traffic	
SMV	Single Motor Vehicle	
TAC	Transportation Association of Canada	
TMC	Turning Movement Count	
ToR	Terms of Reference	
V/C	Volume-to-Capacity Ratio	
WM	WM Canada	

Units

Unit	Definition	
ha	hectares	
kg	kilograms	
km	kilometre	
km/h	kilometres per hour	
m	metre	
m³	cubic metres	



Glossary

Term	Definition
Approval	Permission granted by an authorized individual or organization for an undertaking to proceed. This may be in the form of program approval, certificate of approval or provisional certificate of approval.
Capacity (Disposal Volume)	The total volume of air space available for disposal of waste at a landfill site for a particular design (typically in m³); includes both waste and daily cover materials, but excludes the final cover.
Channelized	Channelized right-turns have separate turn lanes that diverge from the roadway and allow vehicles to perform the turn at higher speeds rather than coming to a full stop or slowing down to perform the right-turn at the intersection. Channelized right-turns are typically under yield control rather than stop control.
Composting	The controlled microbial decomposition of organic matter, such as food and yard wastes, in the presence of oxygen, into finished compost (humus), a soil-like material. Humus can be used in vegetable and flower gardens, hedges, etc.
Composting facility	A facility designed to compost organic matter either in the presence of oxygen (aerobic) or absence of oxygen (anaerobic).
Delay	Delay is the amount of time, expressed in seconds, that a vehicle is expected to have to wait when traveling through an intersection. Delays are often expressed as Level of Service level grades.
Demand Profile	The demand (or activity) experienced over a given time period, including fluctuations depending on time-of-day, day-of-week, or seasonal fluctuations.
Environment	As defined by the Environmental Assessment Act, environment means: • air, land or water; • plant and animal life, including human life; • the social, economic and cultural conditions that influence the life of humans or a community; • any building, structure, machine or other device or thing made by humans; • any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or • any part or combination of the foregoing and the interrelationships between any two or more of them (ecosystem approach).
Environmental Assessment (EA)	A systematic planning process that is conducted in accordance with applicable laws or regulations aimed at assessing the effects of a proposed undertaking on the environment.
Evaluation criteria	Evaluation criteria are considerations or factors taken into account in assessing the advantages and disadvantages of various alternatives being considered.
Greenhouse gas (GHG)	Any of the gases whose absorption of solar radiation is responsible for the greenhouse effect, including carbon dioxide, methane, ozone, and the fluorocarbons.
Indicators	Indicators are specific characteristics of the evaluation criteria that can be measured or determined in some way, as opposed to the actual criteria, which are fairly general.
Landfill gas (LFG)	The gases produced from the wastes disposed in a landfill; the main constituents are typically carbon dioxide and methane, with small amounts of other organic and odourcausing compounds.
Landfill site	An approved engineered site/facility used for the final disposal of waste. Landfills are waste disposal sites where waste is spread in layers, compacted to the smallest practical volume, and typically covered by soil.
Leachate	Liquid that drains from solid waste in a landfill and which contains dissolved, suspended and/or microbial contaminants from the breakdown of this waste.

Glossary

Term	Definition	
Level of Service (LOS)	Level of Service is a letter grade intended to represent the amount of delay (in seconds) experienced by a traffic movement. Level of Service ranges from 'A' (least delay) to 'F' (most delay). Typically, Level of Service 'A', 'B', and 'C' are considered acceptable, Level of Service 'D' is considered within acceptable range but justifies monitoring, and Level of Service 'E' and 'F' indicate deficiencies.	
Mitigation	Measures taken to reduce adverse impacts on the environment.	
Proponent	A person who: • carries out or proposes to carry out an undertaking; or • is the owner or person having charge, management or control of an undertaking.	
Queue	Vehicle queues are expressed in metres. The 95 th percentile queue is typically used to determine storage needs, but the 50 th percentile queue is also used to understand average queues.	
Receptor	The person, plant or wildlife species that may be affected due to exposure to a contaminant.	
Storage and Taper	Exclusive turning lanes for left-turns or right-turns can have two components to the lanes design: storage and taper. The storage is the section for storing vehicles while they wait to perform their turn. The taper is the segment of the left-turn lane where the lane begins to widen until it reaches the storage segment. The taper is intended for vehicles to transition from the adjacent through-lane and decelerate prior to entering the storage area.	
Terms of Reference (ToR)	A terms of reference is a document that sets out detailed requirements for the preparation of an Environmental Assessment.	
Undertaking	 Is defined in the Environmental Assessment Act as follows: An enterprise or activity or a proposal, plan or program in respect of an enterprise or activity by or on behalf of Her Majesty in right of Ontario, by a public body or public bodies or by a municipality or municipalities; A major commercial or business enterprise or activity or a proposal, plan or program in respect of a major commercial or business enterprise or activity of a person or persons other than a person or persons referred to in clause (1) that is designated by the regulations; or An enterprise or activity or a proposal, plan or program in respect of an enterprise or activity of a person or persons, other than a person or persons referred to in clause (a), if an agreement is entered into under section 3.0.1 in respect of the enterprise, activity, proposal, plan or program ("enterprise"). 	
Volume-to-Capacity Ratio (V/C)	The volume-to-capacity (v/c) ratio is a measure of the degree of capacity utilized at an intersection or for a specific traffic movement. Volume-to-capacity ratios can range from zero (when there is no demand), to 1.00 (when the movement is operating at capacity). If a v/c ratio exceeds 1.00 then the software is either underestimating the capacity for existing conditions, or is predicting that the intersection will not be able to serve the projected demand within the analysis period, resulting in queue buildup.	
Waste	Refuse from places of human or animal habitation; unwanted materials left over from a manufacturing process.	



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1 Introduction

This report presents a description of the existing Transportation conditions for the WM Canada (WM) Twin Creeks Environmental Centre (TCEC) Landfill Optimization Project in support of the environmental assessment (EA). The EA is being carried out in accordance with the requirements of the *Ontario Environmental Assessment Act* (*OEAA*) and Terms of Reference (ToR), which was approved by the Ministry of Environment, Conservation and Parks (MECP) on December 13, 2022.

WM, the owner and operator of the TCEC in Watford, Ontario, has initiated the EA seeking approval to optimize the landfill design and operation, maximizing the use of the constructed infrastructure and the significant investment made at the TCEC. There are approximately 6 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed optimization would provide additional airspace of approximately 14 million cubic metres (m³), which could extend the site life by approximately 12 years (from 2031 to 2043), and may be achieved through alternative landfill configurations or alternative methods within the existing 301-hectare (ha) TCEC site area. No changes are proposed to the size of the TCEC site area, approved service area, or annual fill rate.

The approved ToR included a preliminary description of the existing conditions within the area surrounding the TCEC, with the commitment that a more detailed description of existing environmental conditions would be prepared as part of the EA. In accordance with the approved ToR, additional investigative studies were carried out as necessary to generate a more detailed description of the existing natural, cultural, socio-economic, and built environments for use in the assessment of the effects of the alternative methods for the TCEC Landfill Optimization Project during the EA.

This Transportation Existing Conditions Report is one component of the EA. The EA Study Report will incorporate the information presented herein as appropriate, and this report will be included with the EA Study Report as a supporting document.

2 TCEC and Study Areas

The TCEC is located approximately 1 km north of the Village of Watford in the Township of Warwick, southeast of the intersection of Zion Line and Nauvoo Road. The TCEC is a regional facility that provides safe and convenient disposal services for communities, businesses and industries serving the Province of Ontario. The landfill is approved to receive municipal, industrial, commercial, and institutional solid non-hazardous wastes generated, including non-hazardous contaminated soil.

During the EA, existing conditions and potential effects will be considered in the context of two study areas: on-site and off-site. The general study areas proposed for the purposes of the EA are (**Figure 2-1**):

- On-site Study Area: the existing TCEC.
- Off-site Study Area: the lands within the vicinity of the TCEC extending approximately 1 km out from the On-site Study Area.

For Transportation, the general Off-site Study Area has been extended to include the intersections that are used by facility vehicles to serve the local and broader areas based on known haul routes and typical origin-destinations for site traffic. These intersections are shown in **Figure 2-2**. Background information informing intersection selection was extracted from the report entitled Twin Creeks Landfill Annual Fill Rate Increase Traffic Impact Study (February 2017, HDR). Based on knowledge of the site operations, the primary haul routes are to and from Highway 402, with approximately 80% of site truck traffic going to the north to Highway 402 and the remainder of site traffic heading to the south towards Watford. Smaller vehicles are more evenly split between those destined to/from the north and south, which may be due to the employees and visitors living in the immediate area. The same traffic patterns are expected to continue in the future.

The intersection characteristics (lane configuration, travel speeds, and traffic volumes) and the existing traffic volumes were used to assess existing traffic operations. The intersections included in the Transportation scope of work include the following five (5) locations, which are consistent with those examined in the February 2017 Traffic Impact Study:

- 1. Highway 402 and Nauvoo Road Eastbound Off-ramp Terminal;
- 2. Highway 402 and Nauvoo Road Westbound Off-ramp Terminal;
- 3. Nauvoo Road and Confederation Line;
- 4. Nauvoo Road and Zion Line; and
- 5. Primary facility entrance on Nauvoo Road.

The Highway 402 interchange includes two stop-control intersections (intersections 1 and 2, above), as well as free-flow ramps which were not analyzed as there are no controlled movements. However, the free-flow on-ramps were included within the analysis of collision history if there were documented collisions at these locations and were considered in terms of site traffic routing. The employee-only secondary entrance along Zion Line is generally closed to facility traffic and was not included in the analysis, although it is acknowledged that this entrance may be used under some rare conditions when the primary entrance on Nauvoo Road is inaccessible.

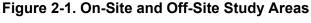
An additional site access for a planned Renewable Natural Gas (RNG) facility at the TCEC site has been proposed along Confederation Line and the feasibility of this access has been reviewed under separate cover including a sightline assessment and estimate of potential traffic generation and traffic operations during construction. The traffic related to the construction of the RNG facility is expected to be higher than its day-to-day operational traffic, which will be limited to trips generated by a small number of employees. This future access to the RNG Facility will only accommodate RNG



Facility traffic and will not serve landfill site traffic. This is a future site access which is not captured in the existing conditions analysis, but will be considered in the effects assessment when assessing future conditions.

No changes or alternatives are being proposed for the current haul route as part of the landfill optimization. Intersections at the interchanges with Kerwood Road and Forest Road were not included since facility-related traffic traveling through these interchanges will be free-flow and will not exit or enter Highway 402 via the interchanges.

Only local traffic arrives at the TCEC site from the south. The Off-site Study Area for Transportation also extends to the southerly limits of the Village of Watford, approximately 280 m south of Bond Street (the southernmost street). Collision history was reviewed to this southerly limit of Watford to determine if truck traffic contributes to collisions within the village.





Legend Westbound Off-Ramp **Existing Conditions** HIGHWAY 402 Study Intersection Eastbound Off-Ramp SECONDARY SITE ACCESS ZION LINE PRIMARY SITE ACCESS TWIN CREEKS LANDFILL CONFEDERATION LINE FUTURE RENEWABLE NATURAL GAS FACILITY ACCESS Google Earth 3 km BOND ST

Figure 2-2. Off-Site Study Area Study Intersections

3 Methods

This Transportation Existing Conditions Report was developed based on the evaluation criteria, indicators, and data sources included in the approved ToR, which were developed in consultation with government agencies and other stakeholders. The evaluation criteria, rationale, indicators and data sources used for Transportation as per the approved ToR are provided in **Table 3-1**.



Table 3-1. Evaluation Criteria, Indicators and Data Sources for Transportation

Evaluation Criteria	Rationale	Indicators	Data Sources			
Built Environ	Built Environment					
Transportation	on					
Traffic Operations	Truck traffic associated with continued operations of the landfill may adversely affect residents, businesses, institutions and movement of farm vehicles in the site vicinity.	Change in peak hour and daily truck traffic volume and Average Annual Daily Traffic (AADT) along the study area road segments Intersection performance – capacity, delay, queues (based on HCM 2000 and generated by Synchro Traffic Signal Coordination Software Version 11) – for the study area intersections Road safety Collisions per million vehicles at all study area intersections (severity, involving pedestrians, cyclists, autos, trucks, school buses, and agricultural vehicles) Collisions per million vehicle-km along all study area road segments (severity, involving pedestrians, cyclists, autos, trucks, school buses, and agricultural vehicles) Collisions by environmental conditions for segments and intersections Sight distance at the primary site entrance	 Turning Movement Counts Traffic Model Road Safety Assessment Collision History Aerials Land Survey Stopping and Turning Sight Distance Review Field inventory/investigation: Clear Zone, Conflicts, Visual Obstructions, Signage, Pavement Condition, Linework Condition 			

3.1 Data Collection and Review

Trips generated by the TCEC add demand on to the surrounding road network. The impacts from the TCEC were quantified to forecast future traffic operations and to identify mitigation, if required. Traffic impacts resulting from background traffic were also considered in the forecasts and the traffic analysis.

Both the weigh scale data as well as the turning movement counts (TMCs) were used in traffic operations software (Synchro and SimTraffic) to estimate queue lengths, delays, and volume-to-capacity ratios at the identified study intersections, the primary site entrance, and at the weigh scale. The analysis was performed following the requirements of the MTO as well as using Highway Capacity Manual (2000) outputs. The established existing conditions will be used as the basis of further forecasting and comparisons of alternative methods. Weigh scale operations were emulated using Synchro and SimTraffic traffic operations analysis software and calibrated to reflect

actual field observations and weigh scale processing times. The traffic models will be used as the basis for the assessment of future conditions.

The traffic count data in this analysis was adjusted so that the TCEC site-generated traffic component represents peak operating conditions for the facility for a more conservative analysis. This means the site traffic volumes component was factored up based on a review of the weigh scale data for the previous four operating years from 2019 to 2022, inclusive.

Road safety was reviewed to identify any potential mitigation to improve safety at surrounding study area intersections and at the facility driveway. Collision history was requested from the County of Lambton to understand the spatial distribution and causes of collisions. The site entrance operations were also reviewed from the perspective of sight distance requirements and deceleration lane operations to identify any safety signals for potential addressing.

A Road Safety Assessment was undertaken. Collision history was requested for Nauvoo Road and Zion Line in the vicinity of the site at intersections and midblock locations, inclusive of the study area intersections at Confederation Line and Highway 402, and extending southerly to the southern limits of the Village of Watford, approximately 280 metres south of Bond Street (the southernmost road in Watford).

The collision history was reviewed to determine trends or patterns in collision severity and causes which may be used to identify locations of existing safety concerns or deficiencies on the road network. The collision history review also included consideration of any vulnerable user safety impacts (i.e., truck-cyclist and truck-pedestrian conflicts). Vulnerable road user impacts were assessed by identifying concentrations of collisions or types of collisions sharing characteristics. The frequency and location of collisions involving vulnerable road users (pedestrians and cyclists) were reviewed for potential causes and potential mitigation measures. If problem areas were identified, then a more focused review of the collision details was undertaken to identify root causes and potential mitigation measures.

A field inventory was performed to determine the condition of the existing pavement, painted lines/pavement markings, signage, and to generally confirm the transportation environment and infrastructure within the study area (mode of traffic control, lane configurations, posted speeds, etc.). Sightlines were also assessed through desktop reviews using available aerial imagery and supplemented by the field checks. The purpose of the field investigation was to identify if there were any obstructions within the clearway along Nauvoo Road and along Zion Line across the site frontage, which is where truck traffic activity is anticipated to be the highest based on existing haul route (which is expected to remain the same in the future), to inventory the road network, and to confirm available desktop research.

Storage and turn lane/taper length requirements for traffic movements impacted by truck activity was reviewed to confirm adherence to MTO Design Supplement for TAC Geometric Design Guide (GDG) for Canadian Roads – April 2020.



3.2 Field Studies

A site visit was undertaken to observe traffic operations on a typical weekday both onand off-site. The site visit was undertaken on February 8, 2023, during the weekday AM and midday peak periods. During the site visit, operations were discussed with facility staff and the understanding of typical conditions was confirmed so that they could be captured in the analysis. Sight distances were also reviewed for the existing site entrance along Nauvoo Road and the proposed site entrance for the RNG facility along Confederation Line. Pavement condition was assessed for all study roadways during the site visit.

Traffic data for all study intersections was collected on November 22, 2022, during the weekday AM (7:00am to 9:00am), midday (11:00am to 2:00pm), and PM (4:00pm to 6:00pm) peak periods.

Follow-up turning movement count data was collected on May 21, 2025 to validate the November 2022 data and to confirm that the 2022 data was representative and appropriate for use as the basis of the traffic analysis. In addition to the turning movement counts, an Automatic Traffic Record or ATR count was collected at the south leg of Nauvoo Road and Ontario Street from Tuesday May 27th to Thursday May 29th for the purpose of determining traffic volumes within the Town of Watford and to assess the various pedestrian crossings of Nauvoo Road. A comparison between 2022 data and 2025 data is provided in **Section 4.3.2**.

Traffic data is provided in **Appendix B**.

3.3 Characterization of Existing Conditions

The existing conditions for Transportation were characterized as follows:

- Information collected from the sources identified in Section 3.1 were reviewed and summarized;
- 2. Field studies were undertaken to observe traffic operations during the AM and midday peak periods, identify any operational deficiencies, note any close calls, collisions or indications of collisions related to the TCEC site traffic, operations, or driveways, capture pavement condition, and to check sight distance for the existing and proposed driveways (Section 3.2); and
- 3. Information from all sources was compiled by environmental criterion.

4 Description of Existing Conditions

The existing area surrounding the TCEC is predominantly rural and agricultural. The closest population centre is the Village of Watford located approximately 2.4 kilometres to the south of the TCEC site entrance on Nauvoo Road. Highway 402 runs east-west through the north end of the extended off-site Transportation study area

connecting Sarnia to the west, London to the east, and continues easterly until merging with Highway 401 south of London Ontario. The vast majority of site traffic to the TCEC travels via Highway 402 unless it is destined locally, resulting in the majority (approximately 80%) of site truck traffic traveling north along Nauvoo Road, with smaller vehicles distributing throughout the local area and heading north and south along Nauvoo Road.

Traffic conditions surrounding the TCEC are generally characterized by low volume and low activity, with the Village of Watford being the largest and closest population centre with a relatively small area encompassing a 1.2-kilometre distance from north to south and a 1-kilometre distance from west to east, centered on Nauvoo Road.

The following sections summarize the existing transportation conditions surrounding the TCEC. The existing conditions include a review of traffic operations, a summary of the weigh scale data provided, and a Road Safety Assessment incorporating a review of collision history and other safety considerations.

4.1 Field Investigation and Observations

Intersection traffic counts were collected on November 22, 2022, and used to analyze traffic operations for study intersections. The traffic volumes are summarized in **Section 4.3.2**. Follow-up data was also collected in May 2025 and was compared with the 2022 traffic data to verify that the 2022 traffic data is representative of typical conditions and appropriate to use as the basis of the traffic analysis (see **Section 4.3.2**). All traffic data is provided in **Appendix B**.

A site visit was performed on Wednesday, February 8, 2023. Weather during the site visit was clear and approximately 10 degrees Celsius with good visibility. The site visit included all study area roadways including the sections adjacent to the TCEC and through the length of the study area, as well as the identified study area intersections which include the primary TCEC entrance on Nauvoo Road, the auxiliary employee-only entrance on Zion Line, and the location of the proposed entrance for the RNG facility located on Confederation Line which was assessed for sightlines at the proposed future entrance location.

The site visit captured the weekday AM peak period and extended to the midday time period. The first part of the site visit focused on external operations when background traffic volumes were expected to be highest, while the latter half of the site visit focused on the internal operations within the TCEC when site traffic activity was expected to be highest, primarily at the weigh scale.

In general, the traffic activity surrounding the TCEC was relatively low, particularly along Zion Line and Confederation Line. Traffic volumes along Nauvoo Road were higher than intersecting roadways as it acts at the direct link between Highway 402 and the Village of Watford. Based on discussions with TCEC staff, the traffic activity surrounding the TCEC during the site visit was comparable to a typical day.



There were no close calls or operational concerns observed. All traffic proceeded with minimal delays and there was typically no queueing. The highest traffic activity was observed at the intersections of Nauvoo Road and the Highway 402 interchange, and at Nauvoo Road and Confederation Line, which is located in the Village of Watford. There were no close calls or operational concerns observed at the TCEC primary entrance along Nauvoo Road.

Traffic activity within the TCEC was relatively low and no issues were observed. The main activity was at the weigh scale where up to four (4) inbound trucks were observed queueing up to the weigh scale. The queue remained within the driveway and did not back up to Nauvoo Road. The maximum queue during the site visit is shown in **Figure** 4-1 (approximately four articulated trucks).



Figure 4-1. Inbound Weigh Scale Queue (February 8, 2023)

4.2 Weigh Scale Data

WM provided weigh scale data for the years 2019 through 2022. The 2022 dataset included the November 22, 2022 field study when turning movement counts were captured, so both datasets were combined.

The weigh scale data is a log of all trucks that enter and leave the TCEC during each operating day, but does not capture traffic that enters the TCEC but does not pass through the weigh scale. Therefore, the weigh scale data captures primarily large trucks in the form of dump trucks or articulated trucks (WB-20s). The weigh scale data includes the following data for each truck that passed through the weigh scale:

- Timestamp In
- Timestamp Out
- Ticket Number (unique identifier for that load)
- Carrier

- Vehicle ID
- Tare Weight (kg) and Gross Weight (kg)
- Material
- Vehicle Type

The weigh scale data was used to determine the inbound volumes during peak hours and was correlated with the site entrance turning movement count. Weigh scale data was also used to determine the inbound volume profile throughout the day, which provides an indication of whether or not the peak operations overlap with the peak periods of external road traffic: weekday morning peak period (7:00am to 9:00am); midday peak period (11:00am to 2:00pm); and weekday PM peak period (4:00pm to 6:00pm).

The daily tonnage received and the yearly tonnage limits are not expected to change; therefore, the tonnage was not used in the analysis of the weigh scale data. Additionally, the data was used to determine the demand profile throughout the year to identify days with peak activity and to extract the peak hour volume for each analysis period, which was then used to scale up the turning movement count (collected in November 2022) to represent a high-volume day. This was done so that the traffic operations analysis would be representative of a high-volume day to be more conservative.

The following sections summarize the findings of the weigh scale data analysis.

4.2.1 Demand Profile Throughout the Year

The yearly demand profiles for the year 2022 are shown below in **Figure 4-2**. These graphs show the peak hour volumes passing through the weigh scale for every operating day throughout the year 2022. Additional yearly demand profiles for the years 2019, 2020, and 2021 are provided in **Appendix A** and generally show the same patterns.

The yearly demand profiles show the peak hour volumes for each operating day. The data show that traffic generated by the TCEC and passing through the weigh scale is generally consistent overall throughout the year despite fluctuations (dips and spikes).

The data indicates that the weekday midday time period generally experiences more activity passing through the weigh scale, followed by the morning peak period. The weekday afternoon peak period is consistently the lowest volume time period.

The data also shows that Tuesdays, Wednesdays, and Thursdays tend to have higher activity than Mondays and Fridays. Saturdays experience the lowest activity by a large margin and typically do not have activity during the mid to late afternoons.

The peak hour inbound weigh scale volumes which correlate to the graphs shown in **Figure 4-2** are summarized below in **Table 4-1**. Summaries for the years 2019, 2020, and 2021 are presented in **Appendix A**. In most cases, the peak hour volumes are up

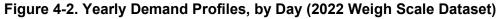


to twice that of the average peak hour volume experienced throughout the year, particularly for the weekday AM and PM peak periods, while the midday peak period maximum hourly volume does not tend to spike as high compared to the average.

During the 2022 operating year, the maximum peak hour volume was experienced on a Thursday with 47 inbound trucks during the AM peak hour. This equates to less than 1 vehicle entering every minute. The other years have comparable activity levels with one exception which is a Tuesday in 2021 where the peak period volume was 62 vehicles, but this appears to be an exceptional event and was considered to be an outlier.

Table 4-1. Inbound Weigh Scale Hourly Volume Summary (2022)

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Mondays	19	31	27	39	7	14
Tuesdays	22	31	31	43	9	17
Wednesdays	25	45	29	43	9	18
Thursdays	25	47	30	44	10	22
Fridays	22	33	26	37	7	26
Saturdays	10	30	0	4	0	1
Weekday Summary	23	47	29	44	8	26



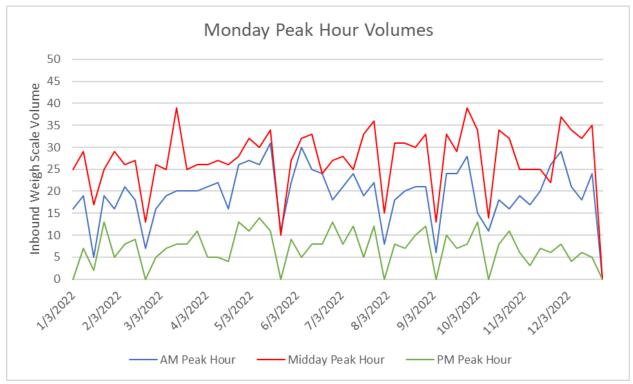


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

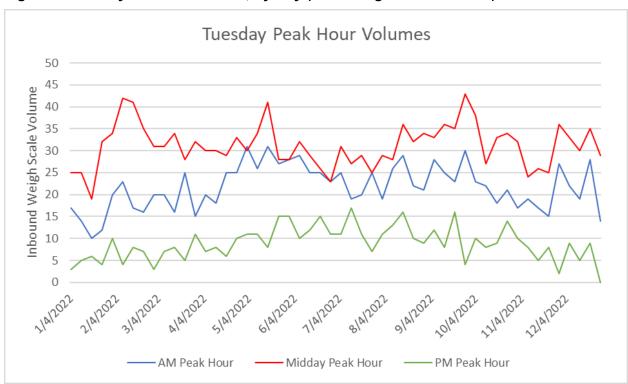




Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

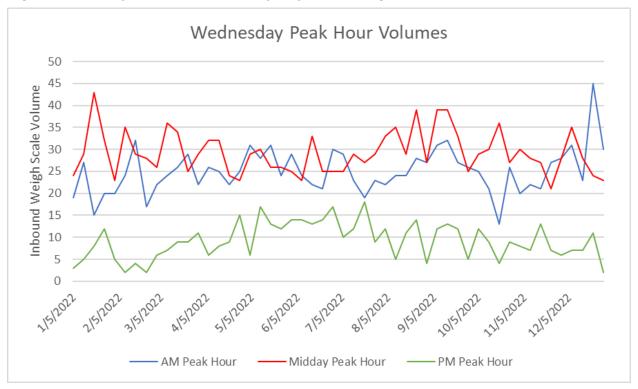
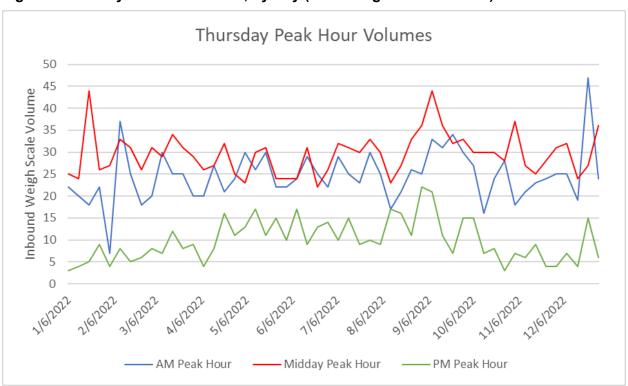


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued





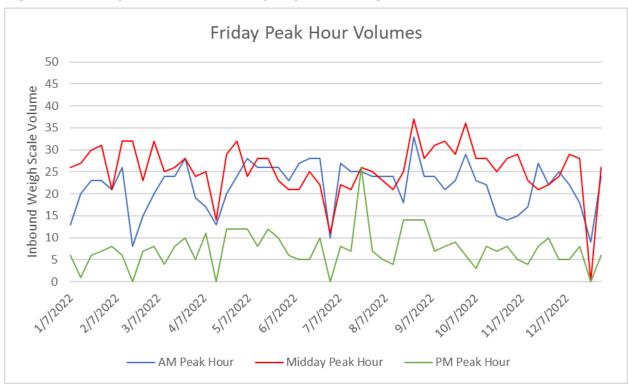
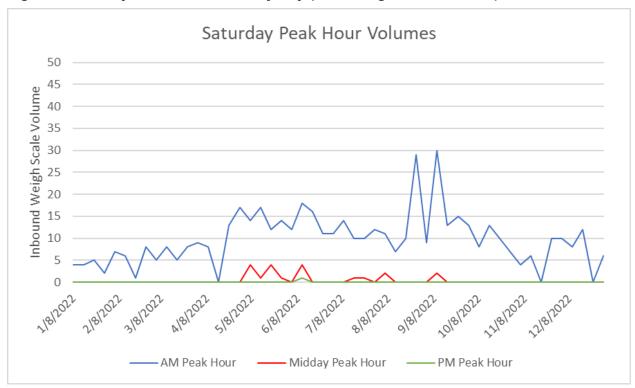


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued





4.2.2 Hourly Demand Profile

Hourly demand profiles, which analyze the demand received throughout the day, were reviewed to understand when the peak operating times are throughout a standard operating day. The demand profiles were developed for a sample of select high volume days which experienced peak demand throughout the year, and this was done for all years for which data was provided. The hourly demand profile for select days from the 2022 operating year are presented in **Figure 4-3**.

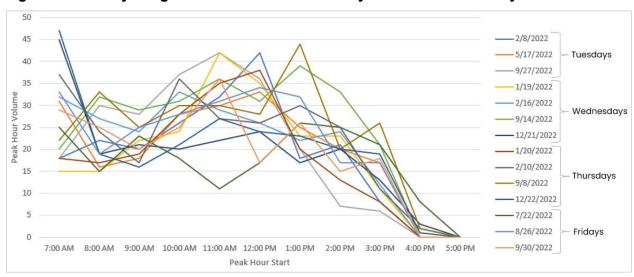


Figure 4-3. Hourly Weigh Scale Volume Time-of-Day Profile for Select Days in 2022

The hourly demand shows that there is a general trend for weekdays. Saturdays were excluded since operations typically cease by 11:00am (Saturdays are not shown in the graph above) although permitted to continue until 7:00pm. While there are some isolated days which do not follow the standard daily trends, most days experience a peak in activity in the morning when trucks are queued up in advance of the inbound weigh scale and waiting for the TCEC to open. Then the demand drops throughout the morning before beginning to rise again until the midday period when the peak activity is reached again generally during midday peak period from 11:00am to 1:00pm. The weekday AM activity appears to be approximately comparable to the midday activity. After the midday period, activity tapers off until the TCEC closes at 4:00pm (under typical weekday operations), although it is officially permitted to operate until 7:00pm.

This confirms that the critical analysis periods are the weekday AM and midday time periods for site traffic, and the weekday PM peak period for the overlap of TCEC activity with adjacent roadway background traffic with TCEC traffic contributing less to the overall traffic volumes.

Truck arrivals to the TCEC have been scheduled to better distribute demand throughout the day which lessens the peak in demands, and reduces queuing impacts to ensure that queues remain on-site and do not spillback to Nauvoo Road. This

scheduling is inherently captured in the weigh scale data shown above and is also reflected in the data collection and operational analysis.

4.3 Traffic Operations

Intersection operations were assessed for the study area intersections using the software program Synchro Traffic Signal Coordination Software Version 11, which employs methodology from the Highway Capacity Manual (HCM 2000) published by the Transportation Research Board National Research Council. Synchro can analyze both signalized and unsignalized intersections in a road corridor or network, taking into account the spacing, interaction, queues, and operations between intersections.

- The intersection analysis considers three separate measures of performance:
- The capacity of all intersection movements, represented by the volume to capacity (v/c) ratio;
- The level of service (LOS) for all intersection turning movements as well as for the overall intersection. The overall intersection LOS is based on the average control delay per vehicle (weighted) for the various movements through the intersection; and,
- The forecasted queue lengths (50th and 95th percentile queue lengths).

LOS is an indicator of how long a vehicle must wait to complete a movement and is represented by a letter between 'A' and 'F', with 'F' being the longest delay. The volume to capacity (v/c) ratio is a measure of the degree of capacity utilized at an intersection. HCM definitions are summarized in **Table 4-2**.

Table 4-2	. HCM Level	of Service	Definitions
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Level of Service (LOS)	Signalized Control Delay per Vehicle (s)	Unsignalized Control Delay per Vehicle (s)	Description
Α	≤ 10	≤ 10	ldeal
В	> 10 and ≤ 20	> 10 and ≤ 15	Acceptable
С	> 20 and ≤ 35	> 15 and ≤ 25	Acceptable
D	> 35 and ≤ 55	> 25 and ≤ 35	Somewhat undesirable
E	> 55 and ≤ 80	> 35 and ≤ 50	Undesirable
F	> 80	> 50	Poor

In this study, critical operations have been defined as:

- Shared traffic movements with v/c ratios exceeding 0.85;
- Exclusive turning movements with v/c ratios exceeding 1.00;
- Exclusive turning movements where queues exceed available storage or shared movements where queue spillback impacts upstream intersections; and



Exclusive turn lanes that are inaccessible due to the adjacent queues.

4.3.1 Existing Road Network

The existing road network surrounding the TCEC which was included in the traffic analysis is presented in **Figure 2-2** and the lane configurations and mode of control are further detailed in **Figure 4-4**. Study area intersections include the intersections along the primary haul route which is predominantly to the north and captures the Highway 402 interchanges with Nauvoo Road, and also extended south to the intersection of Nauvoo Road with Confederation Line.

The study area road network is described in Error! Reference source not found...

Table 4-3. Study Area Roadways Descriptions

Road	Description	
Highway 402	Highway 402 is a King's Highway under the jurisdiction of the Ontario Ministry of Transportation. The majority of TCEC traffic that is not originating from the immediate area uses Highway 402 and travels to/from the east. In the vicinity of TCEC, Highway 402 is a divided highway with 2 lanes per direction. The interchange with Nauvoo Road includes free-flow on-ramps with the exception of the southbound approach merging on to Highway 402 westbound presumably because it is the lowest volume movement. The off-ramp intersections are under stop control at Nauvoo Road.	
Nauvoo Road north of Confederation Line	Nauvoo Road is a north-south county road (County Road 79) under the jurisdiction of the County of Lambton. It has a 2-lane rural cross section with paved shoulders in the vicinity of the TCEC. The shoulders transition to gravel or partial gravel on approach to the Village of Watford and are paved north of the TCEC. The speed limit is 70 km/h to the north of Confederation Line and along the frontage of the TCEC.	
	The County of Lambton identifies an on-road trail along Nauvoo Road throughout the length of the study area. This cycling route does not have dedicated infrastructure, lanes, or protection for cyclists and is unlikely to be perceived as a cycling route to most cyclists and motorists. Outside of the urbanized area of the Town of Watford, the environment is far less conducive to cycling and is unlikely to give riders a sense of safety. Cycling activity is minimal, and discussed in Section 4.4.11. Although the traffic data was captured in November, it is expected that cycling activity is also quite low all times of the year, outside of the urban area of the Town.	
Nauvoo Road south of Confederation Line	South of Confederation Line the cross section of Nauvoo Road is urbanized, and sidewalks are provided on both sides of the roadway, separated from traffic by a small grass or paved boulevard. The speed limit is 50 km/h through the Village of Watford and the speed limit is reduced to 40 km/h in the vicinity of Erie Street and towards the south end of the town. On-street parallel parking is permitted on Nauvoo Road through the urbanized section of Watford. Parallel parking permitted within Watford along the west side (southbound direction) of Nauvoo Road beginning south of King Street and continuing south to Front Street. On-street parallel parking is also permitted on the east side of Nauvoo Road beginning at Erie Street in the southern half of Watford, and continuing to Front Street. Parking is not permitted south of the railway crossing.	
	Northbound and southbound turn lanes are provided sporadically throughout the urban area of Watford.	
	Designated crossing locations across Nauvoo Road are provided at Victoria Street, Simcoe Street, and Ontario Street. Ontario Street is the only crossing location equipped with overhead signs and flashers; whereas, the crossing locations at Victoria Street and Simcoe Street are simply demarcated using pavement markings with warning signage indicating a	

Road	Description
	school crossing. Simcoe Street and Victoria Street crossings are both designated school crossing locations. Pedestrian counts conducted in May 2025 (and provided in Appendix B) show that for a 7-hour period there were a total of 55, 35, and 12 pedestrians at Ontario Street, Simcoe Street, and Victoria Street pedestrian crossings, respectively.
	Signage in Watford includes the "Share the Road" warning sign depicting a vehicle beside a cyclist. There is the school crossing signage and warning signage approaching Simcoe Street and Victoria Street, and additional signage near the rail crossing at the south end of town warning of school buses stopping at the south end of Watford.
	At the south end of the Village of Watford where Nauvoo Road passes over the rail corridor, there is a bridge with a notably steep grade with restricted sightlines. The northbound approach on the south side of the railway overpass has signage indicating a hidden intersection, while the southbound approach on the north side of the overpass has signage indicating that school buses stop ahead.
	There is no signage within the urban area of the Town of Watford that directly relates to the TCEC or relating to truck activity. The existing signage warns drivers of pedestrian crossing locations including school crossings, and school bus stopping. At this time, there is no indication that additional signage is required. The review of historical collision history, and specifically truck-related collisions, is provided in Section 4.4.2 and is used to identify associated safety concerns which could result in recommendations for signage.
Zion Line	Zion Line is an east-west roadway with a 2-lane rural cross section with gravel and dirt shoulders. The speed limit is not posted. Zion Line is under the jurisdiction of the Township of Warwick and is a relatively low volume roadway carrying fewer than one (1) vehicle every minute during peak hours and sometimes as little as one (1) vehicle every 2 minutes.
Confederation Line	Confederation Line is an east-west roadway with a 2-lane rural cross section with gravel and dirt shoulders. The posted speed limit is 50 km/h. Confederation Line is under the jurisdiction of the Township of Warwick to the west of Nauvoo Road, and is under the jurisdiction of the County of Lambton to the east of Nauvoo Road (County Road 39). There is a pedestrian crossing located on Confederation Line approximately 450 m east of Nauvoo Road. The speed limit increases to 80 km/h approximately 680 m east of Nauvoo Road at the approximate location of a potential future driveway to the proposed RNG facility.
TCEC Site Entrance	The TCEC site entrance along Nauvoo Road is located 315 m south of Zion Line. There is a dedicated southbound left-turn lane with approximately 125 m of storage and an additional 115 m of taper. There is also a northbound right-turn lane with approximately 65 m of storage and 70 m of taper. These turn lanes provide opportunities for trucks to slow down without impeding the flow of other vehicles on Nauvoo Road and also provide queue storage. Under high activity conditions when the TCEC experiences a large number of inbound trucks and the inbound weigh scale queue spills back to Nauvoo Road these turn lanes allow for additional queueing space without impeding safety or operations on Nauvoo Road.

The 50th and 85th percentile speeds along the study area are summarized in **Table 4-4**.



Table 4-4. Bidirectional 50th and 85th Percentile Speeds

ATR Station # and Description	2015	2016	2017	2018	2019	2025				
50 th Percentile Speeds (km/h)										
143901: Confederation Line East of Watford	78.9	-	70.4	84.7	-	-				
147908: Nauvoo between St. Clair and Victoria	54.9	-	55.0	50.5	-	-				
147908: Nauvoo South of Highway 402	73.8	-	92.0	95.9	89.4	-				
147909: Nauvoo Road South of Highway 402	78.8	88.9	-	84.9	-	-				
HDR25101: Nauvoo Road South of Ontario Street	-	-	-	-	-	39.7				
85 th Percentile Speeds (km/h)										
133901: Confederation Line East of Watford	90.3	-	84.0	96	-	-				
147908: Nauvoo Rd btwn St. Clair and Victoria	64.7	-	65.9	58.5	-	-				
147909: Nauvoo Rd South of Highway 402	98.0	105.5	-	107.6	99.2	-				
147909: Nauvoo Rd North of Highway 402	105.6	99.3	-	96.1	-	-				
HDR25101: Nauvoo Road South of Ontario Street	-	-	-	-	-	48.3				

The median operating speed on Nauvoo Road north and south of Highway 402 is generally up to 10km/h faster than the posted speed limit of 80 km/h. The median operating speed on Nauvoo Road between Victoria Street and St. Clair Street is approximately 55 km/m which is 5 km/h above posted speed limit. The median operating speed on Confederation Line east of Watford ranges from 70 km/h to 85 km/h which is consistent with the posted speed beginning approximately 700 metres east of Nauvoo Road.

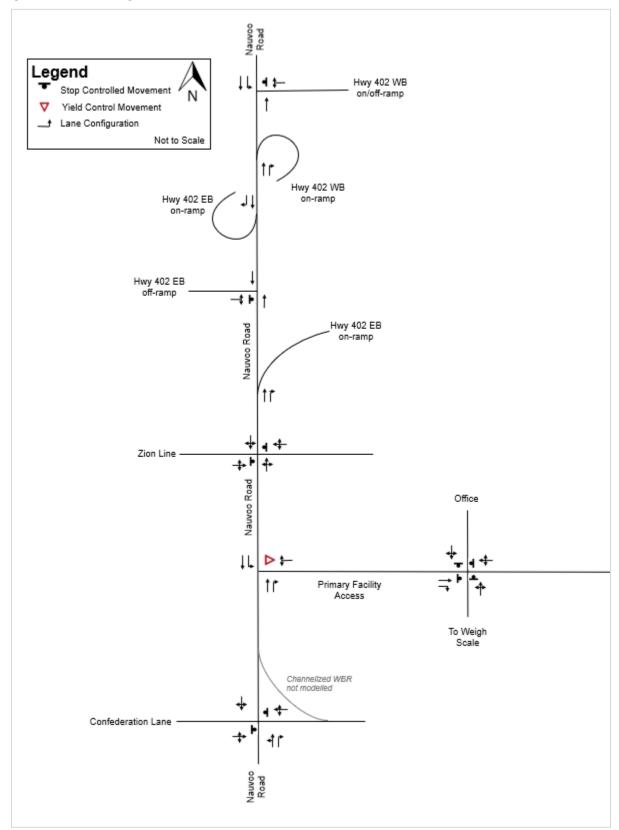
The 85th percentile operating speed along the study area are generally 8 km/h to 15 km/h faster than posted speed limit within the residential areas and east of Watford, and the operating speeds appear to be consistent with the intended operating characteristics of the roadway.

In the vicinity of Highway 402, which is north of the Town of Watford and also north of the TCEC, the 85th percentile operating speed was observed to be as high as 28 km/h above the posted speed limit. The higher operating speed could be due to the more rural nature of this roadway segment as it is the furthest from the urbanized area of the Town of Watford.

Operating speeds remained relatively consistent across the years based on the available data, and the operating speed along Nauvoo Road in the Town of Watford (south of Ontario Street) are 40 km/h and 48 km/h for the 50th and 85th percentile, respectively, which is consistent with the posted speed limit.

Automatic Traffic Recorder data is provided in **Appendix B**.

Figure 4-4. Existing Road Network





The study area intersections are under stop control with Nauvoo Road operating freeflow in the north-south direction and with the intersecting roadways under east-west stop control. There is limited provision of exclusive turn lanes. There is an exclusive northbound right-turn lane and a large channelized westbound right-turn lane provided at Nauvoo Road and Confederation Line. The TCEC site entrance also has dedicated northbound right-turn and southbound left-turn lanes.

The primary driveway along Nauvoo Road is not signed and therefore operates as yield control for traffic leaving the TCEC driveway. As a result, vehicles do not have to stop prior to merging on to Nauvoo Road assuming there is a sufficient gap in traffic along Nauvoo Road. For the purposes of the traffic analysis, this approach has been modeled as westbound stop control. However, there is no difference between the operations of the driveway regardless of if the westbound (minor) driveway leg is modeled as yield control compared to stop control.

The County of Lambton and Township or Warwick are currently working on an intersection design for reconstruction currently planned in 2024 for the intersection of Nauvoo Road and Confederation Line. The reconstruction will remove the channelized westbound right-turn lane and will provide dedicated left-turn lanes on all approaches. The intersection will be designed to accommodate future signalization but will be under east-west stop-control in the short-term to medium-term. The traffic analysis and intersection geometry were detailed in an Intersection Improvement Study dated June 2020 prepared by RC Spencer Associates Inc. For the purposes of the traffic analysis in the following sections, the intersection was analyzed without a channelized westbound right-turn lane since Synchro cannot provide measures of effectiveness for uncontrolled (free) movements.

4.3.2 Traffic Volumes

Existing traffic volumes for study area intersections were captured on November 22, 2022. The traffic counts captured the standard peak periods including the weekday AM peak period (7:00am to 9:00am), the weekday midday peak period (11:00am to 2:00pm), and the weekday PM peak period (4:00pm to 6:00pm). The traffic counts are provided in **Appendix B**.

The November counts are considered to be representative of typical conditions for background traffic (i.e., all traffic except for site traffic) since that time period is before the winter season, is not impacted by holidays, and overlaps with school activity. As a general observation, cyclist and pedestrian activity is expected to be higher during summer months, while overall traffic volumes can be lower; therefore, analysis of summer conditions is not recommended for traffic analysis purposes. Traffic data collected between April and June may show higher cyclist volumes but this would have negligible impact on any of the traffic analysis or conclusions since intersection operations are primarily a function of vehicular volumes (assuming no dedicated bicycle signals).

In addition to the external intersection traffic volumes, weigh scale data was provided for the TCEC including the same day as the traffic counts. The weigh scale information was used to validate the turning movement counts by comparing the inbound and outbound volumes to the weigh scale with the understanding that not all vehicles entering the TCEC will cross the weigh scale and only the large waste trucks are expected to scale in. The summarized weigh scale data for the same day as the site visit is provided in **Table 4-5** and the weigh scale data is compared to the turning movement count data for each analysis time period and for each peak hour.

Day of the Week AM Peak He		ak Hour	Midday Peak Hour		PM Peak Hour		
Weekday Summary (from Weigh Scale Data)	Average	Maximum	Average	Maximum	Average	Maximum	
	23	47	29	44	8	26	
TCEC Entrance Volume	IN	OUT	IN	OUT	IN	OUT	
(from count dated 11/22/2022)	14	23	23	27	0	4	
TCEC Entrance Volumes used in Analysis	IN	OUT	IN	OUT	IN	OUT	
	47	77	44	52	26	30	

The TCEC traffic volumes were separated into two streams: scaled (truck) traffic; and non-scaled traffic. The scaled traffic volumes were factored up to match the volumes shown in the bottom row of **Table 4-5** which represents a peak operating day (highest truck traffic) for the TCEC. Non-scaled traffic was then determined based on the difference between the weigh scale volumes and the turning movement count TCEC entrance volumes using the weigh scale data that matched the traffic count data to ensure consistency.

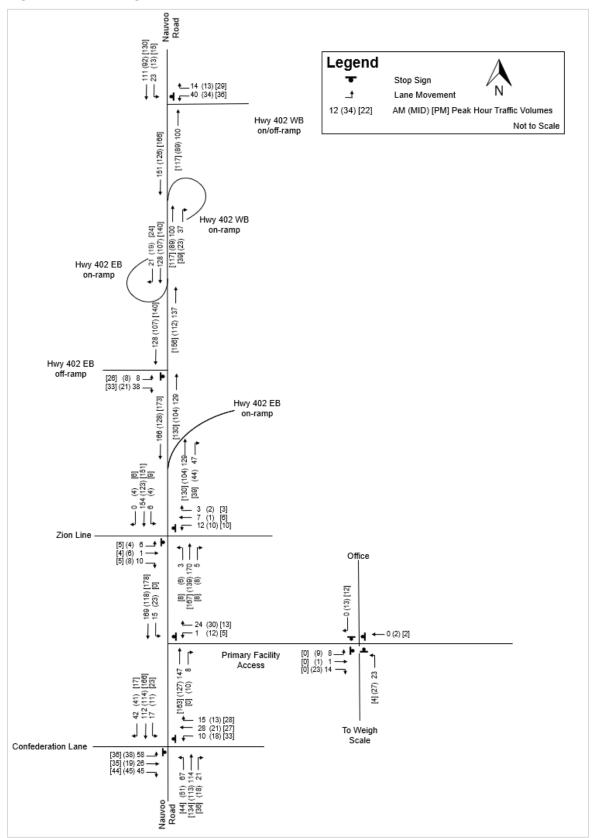
Traffic volumes are presented in the following figures:

- Existing Traffic Volumes (November 2022) Figure 4-5.
- Existing Site Traffic Cars and Trucks (November 2022) Figure 4-6.
- Existing Site Traffic Cars (November 2022) Figure 4-7.
- Existing Site Traffic Trucks (November 2022) **Figure 4-8**.
- Existing Site Traffic Trucks (Adjusted to Peak Conditions) Figure 4-9.
- Existing Traffic Volumes (Adjusted to Peak Conditions) Figure 4-10.

The existing traffic volumes were adjusted by removing the site traffic shown in **Figure 4-6** from the total observed existing traffic shown in **Figure 4-5**, then the site traffic component was split into two streams: scaled (truck) and non-scaled traffic. The scaled (truck) traffic was then factored up to represent a high activity day, as shown in **Figure 4-9**, and this was added back on to the background traffic volumes along with the non-scaled site traffic component. The result of this is a set of existing traffic volumes adjusted for peak activity, as shown in **Figure 4-10**.



Figure 4-5. Existing Traffic Volumes (November 2022)



Nauvoo Road Legend Stop Sign **4** ← 12 (18) [0] Lane Movement 12 (34) [22] AM (MID) [PM] Peak Hour Traffic Volumes Hwy 402 WB on/off-ramp Not to Scale 12 (18) [0] Hwy 402 WB on-ramp [3] (8) 5 . -12 (18) [0] Hwy 402 EB on-ramp [3] (8) 5 12 (18) [0] Hwy 402 EB off-ramp (9) (5) Hwy 402 EB -15 (23) [0] on-ramp [3] (6) 5 -[10] (24) 19 -15 (23) [0] Zion Line Zion ine Office [13] (30) 24-2 (13) [12] 15 (23) [0] 24 (30) [13] 1 (12) [5] - 0 (2) [2] Primary Facility Access [0] (10) 8 -[4] (27) 23-1 (12) [5] To Weigh Scale Confederation Lane [0] (10) 8 — Nauvoo Road

Figure 4-6. Existing Site Traffic – Cars and Trucks (November 2022)



Figure 4-7. Existing Site Traffic – Cars (November 2022)

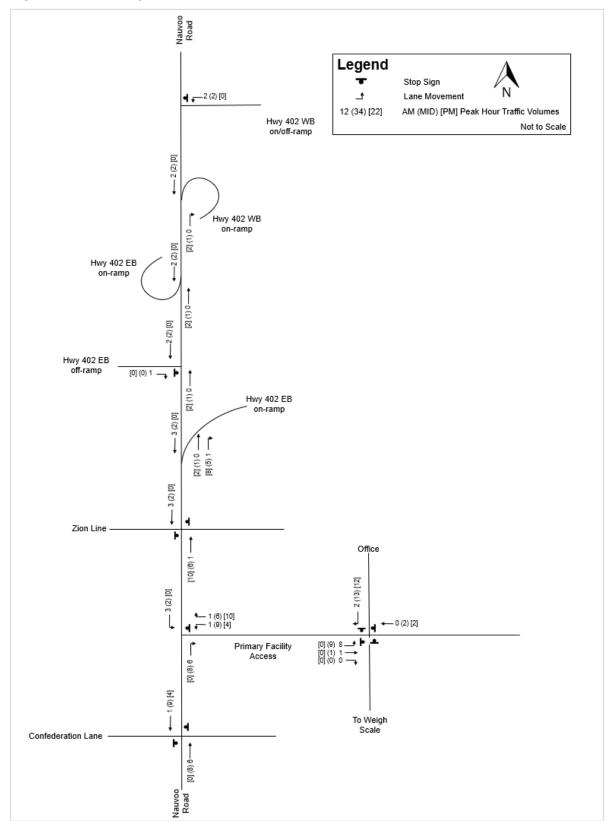


Figure 4-8. Existing Site Traffic – Trucks (November 2022)

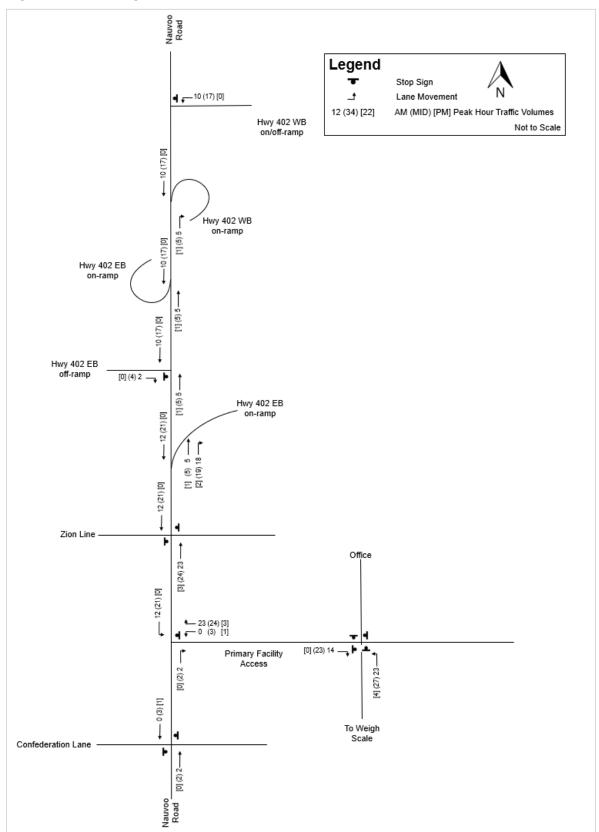
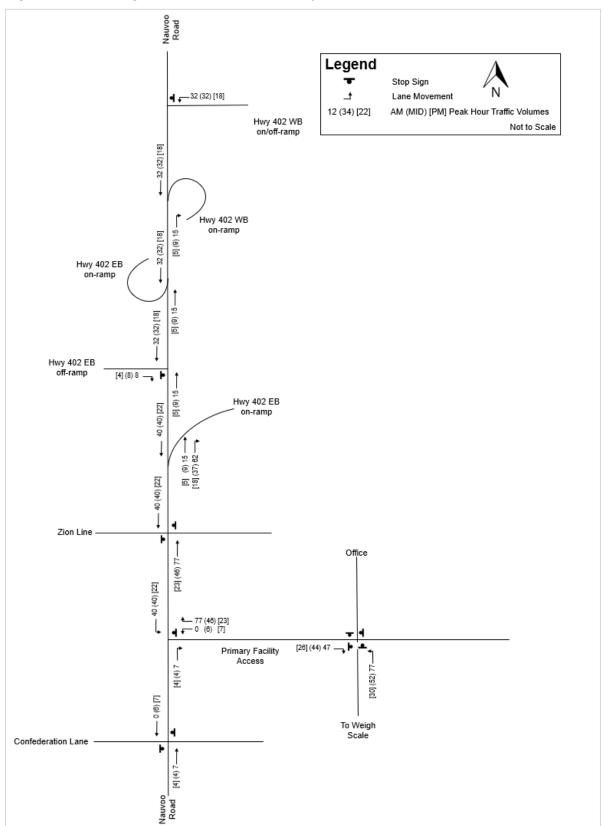




Figure 4-9. Existing Site Traffic – Trucks (Adjusted to Peak Conditions)



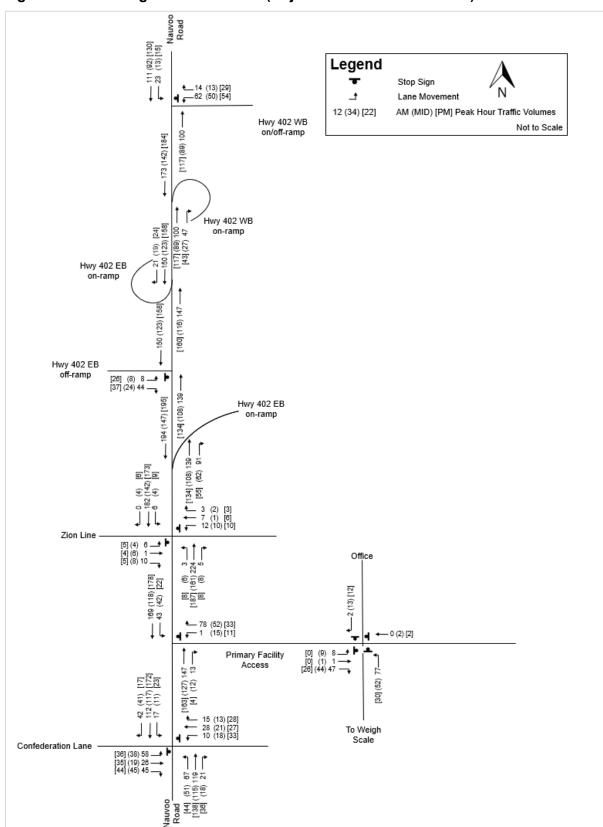


Figure 4-10. Existing Traffic Volumes (Adjusted to Peak Conditions)



The traffic counts were used to identify the distribution of site truck traffic entering and leaving the TCEC. In this context, the distribution is the direction that the vehicles arrive from and leave towards along Nauvoo Road. The distribution of trucks is summarized in **Table 4-6**.

Table 4-6. Site Truck Traffic Distribution on Nauvoo Road

Direction	To/Fror	m North	To/From South			
Time Period	In Out		ln	Out		
Weekday AM Period	≥ 86%	≥ 87%	≤ 14%	≤ 13%		
Weekday Midday Period	≥ 90%	≥ 73%	≤ 10%	≤ 27%		
Weekday PM Period	TCEC closed	≥ 75%¹	TCEC closed	≤ 25%¹		
Average (All Day)	94%	85%	6%	15%		

Notes:

Based on the data that was captured, the majority of trucks are entering and leaving to the north along Nauvoo Road during the study time periods from 7:00am to 9:00am, 11:00am to 2:00pm, and from 4:00pm to 6:00pm. The average hourly distribution of vehicles entering from and exiting to the north is 94% and 85%, respectively. The majority of traffic entering and exiting to the north is likely destined to Highway 402 where the trucks may travel longer distances.

A portion of this traffic that travels to/from the north may continue along Nauvoo Road to the north of Highway 402. If it is assumed that the same proportion of traffic that travels south and is local also travels north but remains local, then the resulting traffic to/from Highway 402 would still remain in the range of 70% to 88%.

4.3.2.1 Volume Comparison (2025 versus 2022)

A comparison of TMCs from November 2022 and May 2025 was conducted to draw conclusions on seasonal variability in traffic characteristics or background traffic growth. The comparison examined total intersection volumes, TCEC site driveway volume, as well as pedestrian and cyclist volumes within the study area.

Table 4-7 summarizes the comparison of total intersection volumes between May 2025 and November 2022 TMCs. The detailed turning movement counts are provided in **Appendix B**.

¹ The TCEC does not have any inbound truck traffic during the weekday PM peak hour of adjacent street traffic from 4:00pm to 6:00pm. Existing truck traffic volumes during the same time period are quite low and result in more variation in the distribution. The values shown represent four or more trucks leaving.

Table 4-7. Change in Total Intersection Peak Hour Volume (2025 vs 2022)

Intersection and	Weekday AM Peak Hour			ay Midday k Hour	Weekday PM Peak Hour	
Movement	Abs.	%	Abs.	%	Abs.	%
Nauvoo Rd at Hwy 402 WB on/off-ramp*	59	20.5%	82	34.0%	38	11.6%
Nauvoo Rd at Hwy 402 WB on-ramp*	51	17.7%	71	29.8%	36	11.2%
Nauvoo Rd at Hwy 402 EB on-ramp (from North)*	10	3.5%	46	19.3%	-29	-9.1%
Nauvoo Rd at Hwy 402 EB off-ramp	45	14.9%	74	30.8%	31	9.4%
Nauvoo Rd at Hwy 402 EB on-ramp (from south)*	37	10.8%	71	25.7%	34	9.9%
Nauvoo Rd at Zion Line	49	13.0%	83	26.3%	43	11.3%
Nauvoo Rd at Primary Facility Access	43	11.8%	73	22.8%	59	16.4%
Nauvoo Rd at Confederation Line	8	1.4%	64	12.7%	-1	-0.2%

^{*} vehicles entering on-ramps were not counted in May 2025 TMCs. Thus total volumes from 2022 TMCs excluded entering on-ramp volumes for comparison.

Total intersection volumes for the study intersections increased by approximately 10% during the AM and PM peak hours, and by approximately 25% during the Midday peak hour.

The largest increase occurred during the Midday peak hour and this increase was 34% at Nauvoo Rd at Highway 402 WB Off-ramp. During the PM peak hour some locations experienced a reduction in volumes, with the most notable decrease being a 9.1% drop in overall intersection volume at the Hwy 402 EB On-ramp.

The Primary facility site access saw an increase in volumes in May 2025 during the AM/PM/MID peak hours, ranging from 11.8% to 22.8% which was only partially due to a minor increase in site traffic and mostly driven by background traffic, as summarized below.

Table 4-8 summarizes the inbound and outbound peak hour traffic volumes at the Primary Facility Access for the November 2022 and May 2025 TMCs.

Table 4-8. 2025 vs 2022 – Nauvoo Road at Primary Facility Access Peak Hour Inbound/Outbound Volumes

	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
Total Inbound	9	9	4
Total Outbound	1	4	3



The Midday peak hour site traffic increased by 13 two-way trips when comparing May 2025 and November 2022 TMCs, while the weekday AM and PM site traffic increased by 10 trips and 7 trips, respectively. This increase is not significant and is considered to be within typical daily fluctuations.

Furthermore, for the future conditions analysis captured within the Effects Assessment, site traffic is scaled up to a peak day using the 2022 weigh scale data and this peak site traffic was utilized for the purposes of analyzing site impacts. As a result, these minor fluctuations in site traffic volumes shown in **Table 4-8** are already captured in the future conditions analysis.

Despite the overall increase in vehicular volumes, pedestrian and cyclist volumes decreased or remain unchanged, as summarized in **Table 4-9** and **Table 4-10**.

Table 4-9. 2025 vs 2022 Total 7-hour Pedestrian Volumes

Location	2022	2025
Nauvoo Rd at Hwy 402 EB on/off-ramp	0	0
Nauvoo Rd at Hwy 402 WB on/off-ramp	0	0
Nauvoo Rd at Zion Line	0	0
Nauvoo Rd at Primary Facility Access	0	0
Nauvoo Rd at Confederation Line	22	9

Table 4-10. 2025 vs 2022 Total 7-hour Cyclist Volumes

Location	2022	2025
Nauvoo Rd at Hwy 402 EB on/off-ramp	0	0
Nauvoo Rd at Hwy 402 WB on/off-ramp	0	0
Nauvoo Rd at Zion Line	1	0
Nauvoo Rd at Primary Facility Access	0	0
Nauvoo Rd at Confederation Line	2	0
Nauvoo Rd at Victoria St	0	0
Nauvoo Rd at Simcoe St (south leg)	0	0
Nauvoo Rd at Ontario St (south leg)	0	0

n/a - cyclists were not captured

4.3.2.2 Pedestrian Volumes and ATR within Watford

Additional pedestrian counts were conducted in May 2025 at three locations on Nauvoo Road: Victoria Street, Simcoe Street, and Ontario Street. In addition, an ATR count was done at Nauvoo Road and Ontario Street. Pedestrian volumes and ATR volumes in Watford are summarized in **Table 4-11**.

Table 4-11. Pedestrian Volumes and ATR Volume

ATR Station and Description	AM Peak Hour	Midday Peak Hour	PM Peak Hour	7-hour
Pedestrian Volumes at Pedestri				
Nauvoo Road at Victoria Street	3	8	0	11
Nauvoo Road at Simcoe Street	15	9	1	35
Nauvoo Road at Ontario Street	6	16	13	55
ATR Bidirectional Vehicular Vol	ume			
Nauvoo Road at Ontario Street	291	335	391	-

The maximum peak hour pedestrian volume was 16 pedestrians observed at Nauvoo Road and Ontario Road during the midday peak hour. During this peak hour, there was approximately 335 vehicles travelling on Nauvoo Road in both directions. The highest hourly vehicular volume was 391 vehicles during the PM peak hour. During this time, 13 pedestrians crossed Nauvoo Road at Ontario Street.

The Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) has a minimum threshold of 100 pedestrians over eight hours or 65 pedestrians over four hours to warrant a pedestrian crossover. None of the three crossings meet the minimum pedestrian volume requirement. Additionally, vehicular volume thresholds of 750 vehicles over eight hours or 395 vehicles over four hours are also required. The vehicle volume four-hour threshold has been nearly met in a single hour and is met with all three peak hours considered.

The pedestrian crossovers are not quantitatively warranted as a result of the minimum pedestrian volumes not exceeding the minimum threshold, despite the vehicular volume meeting the minimum threshold. However, this does not preclude the presence of a crossing if there is a strong need for pedestrian connectivity and safety.

Currently, only the Ontario Street crossing appears to be designed to meet the Ontario Traffic Manual requirements for a pedestrian crossover, with Level 2 Type B crossings provided. This upgrade appears to have been completed relatively recently.

The other crossings at Simcoe Street and Victoria Street appear to be equivalent to Level 2 Type D crossings based on the pavement markings and signage provided but are outdated compared to the latest version of Book 15. The signage at these locations could be updated to match the latest version of Book 15 and the pavement markings could be refreshed to make them more visible. However, this recommendation is not caused by the TCEC and is only suggested based on a review of existing conditions.

4.3.3 2022 Existing Traffic Operations

Existing traffic operations for external study area intersections using the peak traffic volumes from **Section 4.3.2** are presented in **Table 4-12** based on HCM 2000 methodology which uses the operational definitions provided in **Table 4-2**. Detailed Synchro and SimTraffic reports are provided in **Appendix C**. Queue lengths are presented in **Table 4-13**.



Table 4-12. Existing 2022 Traffic Operations

Intersection and		lay AM Hour		y Midday Hour	Weekday PM Peak Hour							
Movement	LOS	v/c	LOS	v/c	LOS	v/c						
Nauvoo Road at Highway 402 Eastbound Off-Ramp												
Eastbound Approach	Α	0.07	Α	0.04	В	0.09						
Northbound Through	-	0.09	-	0.07	-	0.09						
Southbound Through	-	0.09	-	0.08	-	0.10						
Nauvoo Road at Highway 402 Wes	tbound Off-I	Ramp										
Westbound Approach	В	0.12	В	0.11	В	0.13						
Northbound Through	-	0.06	-	0.06	-	0.08						
Southbound Left-turn	Α	0.02	-	0.01	Α	0.01						
Southbound Through	-	0.07	Α	0.06	-	0.09						
Nauvoo Road at Confederation Lir	ie			•								
Eastbound Approach	В	0.26	В	0.19	С	0.28						
Westbound Approach	В	0.11	В	0.11	С	0.22						
Northbound Left-Through	А	0.05	Α	0.04	Α	0.04						
Northbound Right-turn	-	0.01	-	0.01	-	0.02						
Southbound Approach	Α	0.01	Α	0.01	Α	0.02						
Nauvoo Road at Zion Line				•		•						
Eastbound Approach	В	0.03	В	0.03	В	0.03						
Westbound Approach	В	0.04	В	0.02	В	0.04						
Northbound Approach	Α	0.00	Α	0.00	Α	0.01						
Southbound Approach	Α	0.01	Α	0.00	Α	0.01						
Nauvoo Road at TCEC Entrance				•		•						
Westbound Approach	В	0.03	В	0.11	В	0.06						
Northbound Through	-	0.11	-	0.08	-	0.10						
Northbound Right-turn	-	0.01	-	0.01	-	0.00						
Southbound Left-turn	А	0.04	Α	0.05	Α	0.02						
Southbound Through	-	0.12	-	0.08	-	0.11						

Note: There are no critical movements under existing conditions. Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements with v/c exceeding 0.85, or movements with LOS 'E' or 'F'.

Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements (such as a through lane which also accommodates right-turns) with v/c exceeding 0.85, or movements with LOS 'E' or 'F'. All study intersections

are operating acceptably, with LOS 'A' to 'C', and there are no critical movements (the highest v/c ratio is 0.28).

Table 4-13. Existing 2022 Queues

		95 th Percentile Queue (m)							
Intersection and Movement	Storage	Weekday AM Peak Hour	Weekday Midday	Weekday PM Peak Hour					
Nauvoo Road at Highway 402 Eastbound Off-Ramp									
Eastbound Approach	-	< 5	< 5	< 5					
Northbound Through	-	< 5	< 5	< 5					
Southbound Through	-	< 5	< 5	< 5					
Nauvoo Road at Highway 402 Wes	tbound Off-I	Ramp							
Westbound Approach	-	< 5	< 5	< 5					
Northbound Through	-	< 5	< 5	< 5					
Southbound Left-turn	-	< 5	< 5	< 5					
Southbound Through	-	< 5	< 5	< 5					
Nauvoo Road at Confederation Lin	е								
Eastbound Approach	-	8	6	9					
Westbound Approach	-	< 5	< 5	7					
Northbound Left-Through	-	< 5	< 5	< 5					
Northbound Right-turn	30	< 5	< 5	< 5					
Southbound Approach	-	< 5	< 5	< 5					
Nauvoo Road at Zion Line			•						
Eastbound Approach	-	< 5	< 5	< 5					
Westbound Approach	-	< 5	< 5	< 5					
Northbound Approach	-	< 5	< 5	< 5					
Southbound Approach	-	< 5	< 5	< 5					
Nauvoo Road at TCEC Entrance									
Westbound Approach	100	< 5	< 5	< 5					
Northbound Through	-	< 5	< 5	< 5					
Northbound Right-turn	65	< 5	< 5	< 5					
Southbound Left-turn	-	< 5	< 5	< 5					
Southbound Through	-	< 5	< 5	< 5					
Inbound Weigh Scale									
Weigh Scale Queue	280	258	383	122					

Notes: Storage length is shown for exclusive turning lanes or is based on the upstream link length. Exact queue lengths are only shown when the queue length is greater than 5 metres or approximately one vehicle. Queues exceeding storage are highlighted in red.



There are no queuing issues with the exception of the inbound queue which may extend back to Nauvoo Road under peak operating conditions during the midday peak period, resulting in queues in the southbound left-turn lane along Nauvoo Road at the TCEC entrance. Since the inbound queue is estimated to be 383 m, the queue is currently extending back to Nauvoo Road and into the southbound left-turn lane but is not utilizing the full storage within the southbound left-turn lane and is being managed within the existing available storage without impeding flow of vehicles along Nauvoo Road. Based on discussions with TCEC staff, this is an accurate portrayal of the operations and queuing during time of peak activity. In addition, this is why both scales are used for inbound traffic when required.

4.3.3.1 2025 Traffic Operations

The existing conditions analysis was repeated using 2025 traffic volumes for comparison with 2022 operations.

Table 4-14. Existing 2025 Traffic Operations

Intersection and	Weekday AM Peak Hour			y Midday Hour	Weekday PM Peak Hour					
Movement	LOS	v/c	LOS	v/c	LOS	v/c				
Nauvoo Road at Highway 402 Eastbound Off-Ramp										
Eastbound Approach	В	0.09	А	0.05	А	0.08				
Northbound Through	-	0.09	-	0.08	-	0.11				
Southbound Through	-	0.11	-	0.09	-	0.09				
Nauvoo Road at Highway 402 Wes	tbound Off-I	Ramp								
Westbound Approach	В	0.15	В	0.09	В	0.10				
Northbound Through	-	0.08	-	0.08	-	0.09				
Southbound Left-turn	Α	0.02	-	0.01	Α	0.01				
Southbound Through	-	0.08	Α	0.08	-	0.10				
Nauvoo Road at Confederation Lin	ne e									
Eastbound Approach	С	0.27	В	0.20	В	0.19				
Westbound Approach	В	0.16	В	0.15	В	0.16				
Northbound Left-Through	Α	0.05	Α	0.04	Α	0.03				
Northbound Right-turn	-	0.01	-	0.02	-	0.02				
Southbound Approach	Α	0.03	Α	0.01	Α	0.02				
Nauvoo Road at Zion Line										
Eastbound Approach	В	0.03	В	0.03	В	0.02				
Westbound Approach	В	0.04	В	0.04	В	0.07				
Northbound Approach	Α	0.00	Α	0.00	Α	0.01				
Southbound Approach	Α	0.01	А	0.00	А	0.00				

Table 4-14. Existing 2025 Traffic Operations

Intersection and	Weekday AM Peak Hour			y Midday Hour	Weekday PM Peak Hour					
Movement	LOS	v/c	LOS	v/c	LOS	v/c				
Nauvoo Road at TCEC Entrance										
Westbound Approach	А	0.03	В	0.08	В	0.04				
Northbound Through	-	0.03	-	0.10	-	0.14				
Northbound Right-turn	-	0.01	-	0.01	-	0.00				
Southbound Left-turn	А	0.02	Α	0.04	Α	0.00				
Southbound Through	-	0.06	-	0.10	-	0.13				

Notes: There are no critical movements under existing conditions. Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements with v/c exceeding 0.85, or movements with LOS 'E' or 'F'.

There are no significant changes in existing traffic operations conditions based on the May 2025 traffic data compared with the November 2022 traffic data. In addition, traffic volume at the Primary Facility Access has not changed significantly.

As a result of the comparison of traffic volumes presented in **Section 4.3.2** and the comparison of operations shown above, the 2022 and 2025 traffic conditions are considered functionally the same despite some fluctuations which may be a result of seasonal variations, due to minor background growth from 2022 to 2025, or due to traffic rebounding from Covid-19. As a result, the 2022 base-analysis has been carried forward to the Effects Assessment.

4.4 Road Safety Assessment

A road safety assessment was performed for the study area roadways and intersections. The road safety assessment comprises a review of collision history provided by the County of Lambton as well as a review of sightlines and taper and storage requirements for the TCEC entrance.

4.4.1 Collision History Review

A collision analysis was conducted for the surrounding roads near the TCEC and Watford and with a focus on the haul routes and roadway segments with existing or future proposed accesses. The roads in consideration are Nauvoo Road from immediately south of Highway 402 to Bond Street (the southernmost street in Watford), and on Confederation Line from Nauvoo Road to Sexton Road. **Figure 4-11** illustrates the study limits for collision analysis. Collisions occurring between 2017 and 2022 within these limits were examined.





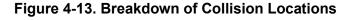


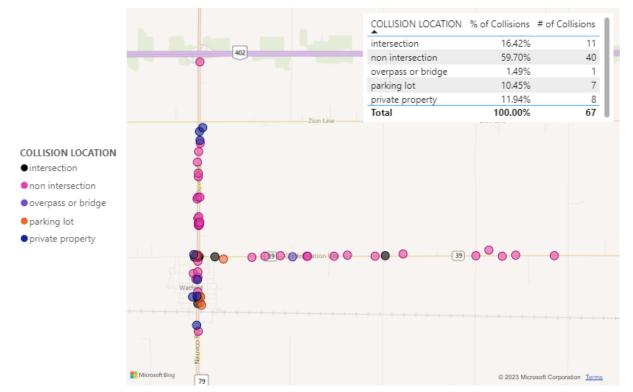
Sixty-seven (67) collisions were recorded between 2017 and 2022 within the study limits. A higher concentration of these collisions occurred in Watford along Nauvoo Road near Confederation Line. **Figure 4-12** shows the heatmap of collisions.

Figure 4-12. Heatmap of Collisions



Although the highest concentration of collisions visually appears to occur around the intersection of Nauvoo Road and Confederation Line, the majority (60%) of collisions are non-intersection related. The breakdown of collision locations is summarized in **Figure 4-13**.





Almost all (93%) of collisions are classified as "property damage only" while the remaining collisions are "non-fatal injury". The locations of "non-fatal injury" collisions are highlighted in **Figure 4-14**. Three of the five "non-fatal injury" collisions are in the Village of Watford. There does not appear to be any clear trend regarding the locations of the non-fatal injuries with the exception that they occurred near the Village of Watford where there would be a higher amount of activity including conflicting movements and pedestrians or cyclists.



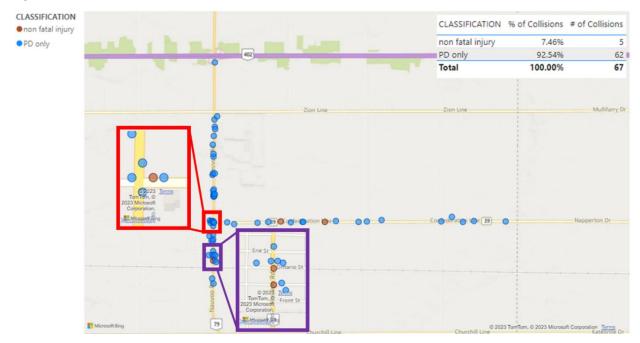


Figure 4-14. Classifications of Collision

The breakdown of lighting and environment conditions are shown in **Figure 4-15**.

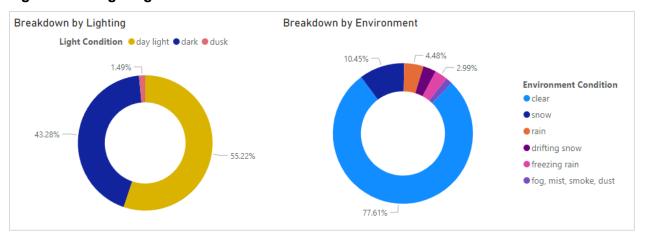


Figure 4-15. Lighting and Environmental Conditions

The majority (78%) of the collisions are not attributed to weather as they occurred under clear skies. The remainder of collisions occurred during snow, rain, or fog events which could have been a factor in those incidents.

Lighting may be a factor since about 45% of collisions occurred under low-light conditions despite there only being approximately 6% to 7% of traffic occurring between 9:00 pm and 6:00 am based on the provided 24-hour count data. The locations of collisions by lighting conditions are plotted in **Figure 4-16** to highlight areas with a higher concentration of low-light condition collisions. In general collisions occurring during low-light conditions are spread throughout the study area. However,

there are two clusters of low-light collisions along Nauvoo Road. These clusters are located 425 m and 730 m north of Confederation Line, immediately adjacent to private driveways.

The low-light collisions would not be associated with the TCEC considering the operating hours, unless the low lighting was also a result of poor weather conditions, in which case the primary factor would be weather and/or lighting.

LIGHT % of Collisions # of Collisions daylight 55.22% 37 29 dark 43.28% dusk 1.49% 1 67 Total 100.00% Zion Line LIGHT dark Cluster includes 3 collisions occurring in the dark daylight Cluster includes 4 collisions occurring in the dark dusk 9 (1) (a) (a) (b) (c) (c) (d) (d) Cluster includes 4 collisions occurring in the dark

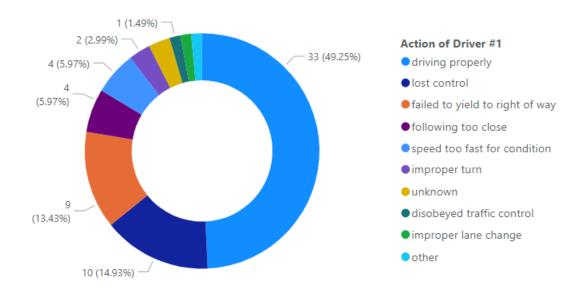
Figure 4-16. Map of Collisions by Lighting Conditions

The breakdown of the primary drivers' action for the collisions is presented in **Figure 4-17**. The majority (51%) of collisions are due to improper driving such as speeding, improper lane change, failing to yield to right of way, disobeying traffic control. The remaining 49% of collisions occurred under proper driving.

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Figure 4-17. Action of Primary Driver (Driver #1)



There are 33 collisions where Driver #1 was driving properly. However, due to lack of data, 25 of the 33 collisions do not specify if there was a second driver, and if a second driver was present, the action of Driver #2 is not specified. Four (4) of the 33 collisions where Driver #1 was driving properly was due to improper driving of Driver #2. **Table 4-15** outlines the actions of Driver #1 and Driver #2 at the time of collision when multiple vehicles are identified in the collision history.

Impact type by location type for all collisions are plotted in **Figure 4-18**. Approximately 54% of the impacts were classified as "SMV other". 'SMV' or Single Motor Vehicle means a single motor vehicle was involved in the incident and this could, for example, include losing control under icy conditions. **Figure 4-19** shows a plot of impact type by location excluding SMV collisions to provide better understanding of the locations of collisions involving two vehicles.

Table 4-15. Action of Driver #1 vs. Action of Driver #2 in Collisions

	Action of Driver #2									
Action of Driver #1	Unspecified	Driving Properly	Failed To Yield To Right Of Way	Following Too Close	Improper Passing	Improper Turn	Speed Too Fast For Condition	Total		
Unspecified	2	_	_	_	_	_	_	2		
Disobeyed Traffic Control	_	1	_	_	_	_	_	1		
Driving Properly	25	4	1	1	1	_	1	33		
Failed To Yield To Right Of Way	1	8	_	_	_	_	_	9		
Following Too Close	1	3	_	_	_	_	_	4		
Improper Lane Change	_	1	_	_	_	_	_	1		
Improper Turn	1	_	_	_	_	1	_	2		
Lost Control	8	2	_	_	_	_	_	10		
Other	_	1	_	_	_	_	_	1		
Speed Too Fast For Condition	3	1		_	_	_	_	4		
Total	41	21	1	1	1	1	1	67		

Almost all collisions classified as "SMV unattended vehicle" occur on Nauvoo Road south of Confederation Line where on-street parking is available. "Angle" and "Turning movement" collisions mostly occur at the intersection of Nauvoo Road and Confederation Line. These two types of collisions are also observed at side street intersections. All four "rear-end" collisions occur prior to a side street or driveway. Rear-end collisions typically happen when vehicles are driving too fast and then suddenly brake, which could be due to a last-minute decision to turn without appropriate warning to following vehicles, or due to slow driver reaction to an intersection traffic signal that has turned amber and/or red, which does not apply since there are no traffic signals in the study area. Three of the rear-end collisions occurred along Nauvoo Road north of Confederation Line within the 80 km/h posted speed zones.



Figure 4-18. Impact Type by Location (All)

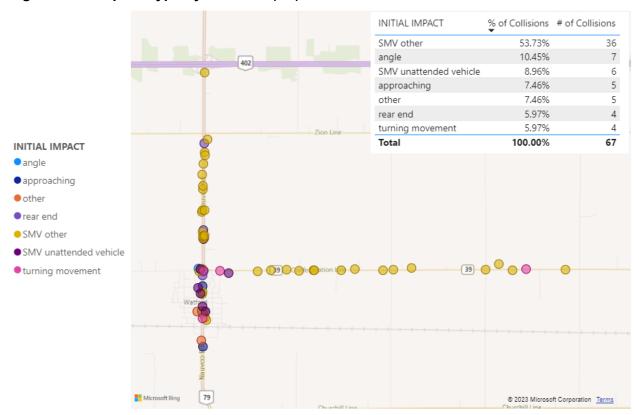
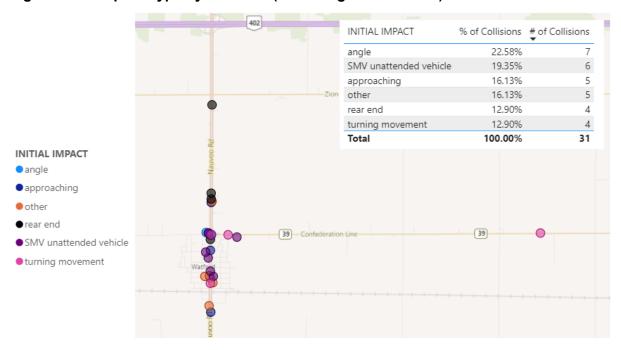


Figure 4-19. Impact Type by Location (excluding "SMV Other")



One of the rear-end collisions occurred in the vicinity of the TCEC primary entrance on Nauvoo Road as shown in **Figure 4-20**. This single rear-end collision occurred in the southbound direction and is indicated to have occurred in the through lane during daylight. A sedan rear-ended the truck while the truck was slowing or stopping, which may have been to enter the southbound left-turn lane to enter the TCEC; however, this collision appears to be the fault of the sedan as a result of following too closely. The other collisions in the vicinity of the TCEC entrance were single motor vehicle collisions.



Figure 4-20. Collision Location Involving Multiple Vehicles Near TCEC Driveway

Note: The dot showing the location of the collision is approximate and would have occurred within the southbound traffic lanes despite appearing to be in the northbound travel lane or in the northbound shoulder lane.

A noticeable number of collisions within the study limits are caused by animals running onto the roadway. **Figure 4-21** shows a map of collisions involving animal(s). Most of the collisions with animals occurred in Watford and the remainder occurred on rural roadway sections north and east of Watford. Currently there are no signs warning of possible animal(s) crossing.



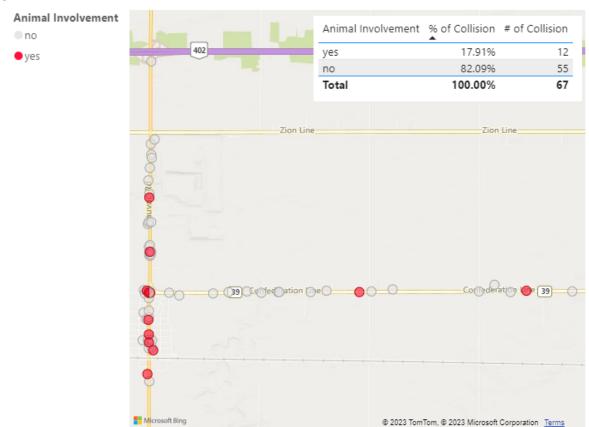


Figure 4-21. Locations of Collisions with Animals

4.4.2 Collisions Involving Trucks

Collisions involving trucks were examined to determine if any relationship exists with the TCEC or if there is a higher prevalence or concentration of collisions with trucks. In the last 5 years, there have been two collisions involving tractor trailer trucks near the TCEC primary entrance. One truck collision occurred making an improper southbound left turn onto the TCEC primary driveway but was classified as a single motor vehicle accident. The second truck collision also occurred in the southbound direction when a sedan rear-ended a tractor trailer due to following too closely. **Figure 4-22** shows locations of collisions involving trucks for primary and secondary vehicles.



Figure 4-22: Collisions Involving Trucks

Note: The figure on the left shows collisions where the primary vehicles are trucks. The figure on the right shows collisions where the secondary vehicles are trucks.

4.4.3 Collisions with School Buses

There was one collision involving a school bus over the last 5 years. The collision was located at the intersection of Nauvoo Road and Confederation Line and involved a pickup truck. The school bus was traveling westbound along Confederation Line and the bus failed to yield right-of-way. When the intersection of Confederation Line and Nauvoo Road is converted to a traffic signal, this potential issue should be mitigated.

The Intersection Improvement Study prepared by RC Spencer Associates Inc. dated June 2020 concluded that a traffic signal is not warranted based on an assessment of traffic volumes up to the year 2025. However, the study concludes that the intersection should continue to be monitored for changes in traffic volumes and that it is ultimately the decision of the road authority if a signal should be implemented, and may include other considerations beyond traffic volumes such as the need for protected crossing locations for active transportation (cyclists and pedestrians).

4.4.4 Collisions with Cyclists

There have been no collisions within the last 5 years involving cyclists.

4.4.5 Collisions with Pedestrians

There have been no collisions within the last 5 years involving pedestrians.



4.4.6 Collision Rates

Collision rates for the study area limits were calculated using available automated traffic recorder (ATR) counts combined with the historical collision data discussed above. ATR data from 2015 to 2022 was available at three locations within the study area. These are summarized in **Table 4-16**.

Table 4-16. Bidirectional ATR Volumes within Study Area

ATR Station # and Description	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average
133901 - Confederation Line East of Watford	1728	n/a	1773	1751	n/a	n/a	1577	1866	1739
147908 – Nauvoo Road between St. Clair Street and Victoria Street	5147	n/a	5600	5368	n/a	n/a	4756	4753	5125
147909 – Nauvoo Road South of Highway 402	4167	3757	n/a	4440	4350	n/a	n/a	n/a	4179

The 5-year average of the bidirectional ATR volume was used to determine collision rates for each segment within the study area. Collision rates are reported in crashes per 100 million vehicle-kilometre travelled and are summarized in **Table 4-17**. The segment on Nauvoo Road south of Confederation Line has the highest collision rate, which is more than double that of the other segments. The higher collision rate south of Confederation Line is aligned with the denser residential/commercial area of Watford. It also aligns with the higher density of collisions seen in the heatmap shown in **Table 4-17**. These higher collision rates do not overlap with the primary haul route for the TCEC, which indicates that the truck activity is not contributing to these rates.

The provincial average collision rate was 104.01 collisions per 100 million vehicle kilometres travelled in 2020¹. Collision rates on Confederation Line and Nauvoo Road North of Confederation Line are below the provincial average by 18.6% and 27.3%, respectively. The collision rate on Nauvoo Road south of Confederation Line is 82.8% above the provincial average but is located within the Town of Watford which is not on a primary haul route and is likely a result of change in roadway character.

Table 4-17. Estimated Collision Rates by Segment

Segment	Number of Collisions	Number of Years of Data	Approx. Segment Length (km)	Average ATR	Crashes per 100 million vehicle-km travelled
On Confederation Line	20	5	7.45	1739	84.6
Nauvoo Road North of Confederation Line	28	5	3.96	5125	75.6
Nauvoo Road South of Confederation Line	19	5	1.31	4179	190.2

¹ https://files.ontario.ca/mto-orsar-ontario-road-safety-annual-report-2020-en-2023-06-23.pdf

Examining collisions by lighting conditions shows that there are nearly equal number of collisions in low-light conditions as during the day. As such, collision rates during low-light conditions are occurring at a higher frequency than during daylight. **Table 4-18** summarizes the collision rates on Nauvoo Road and Confederation Line for daylight versus dark/dusk. The collision rates during low-light conditions are in the range of four to eight times higher than during daylight. This further emphasizes the potential need for illumination along Nauvoo Road and Confederation Line within the study area and particularly near and within the Village of Watford.

Table 4-18: Collision by Lighting Condition

Segment	Number of Collisions	# of Years of data	Length (km)	Avg ATR	Crashes per 100 million vehicle-km travelled
On Confederation Line (Low light)	12	5	7.45	266	331.9
On Confederation Line (Daylight)	8	5	7.45	1473	40
On Nauvoo Road (Low light)	18	5	5.27	619	302.4
On Nauvoo Road (Daylight)	29	5	5.27	4033	74.8

4.4.7 Collision Analysis Conclusions

Collisions were found to be concentrated near the Village of Watford which is located south of the facility along Nauvoo Road. Although the majority of collisions did not occur at intersections, the highest concentration occurred either within Watford or directly at the intersection of Nauvoo Road at Confederation Line. Since the majority of vehicles travelling to and from the facility tend to go to the north to Highway 402 or beyond, it appears that most collisions recorded are not related to the TCEC. This is corroborated by the collision rates, which are found to be much higher in Watford as opposed to the roadway segments adjacent to the TCEC, and this is expected for more urban conditions with restricted flow and conflicting movements and sources of traffic.

Within the last 5 years there have been two collisions near the TCEC primary entrance involving more than one vehicle and a truck. One of the collisions was a rear-end where the truck was rear ended by an at fault sedan, as previously described. The other was a single motor vehicle collision during daylight and clear weather, where the truck performed a southbound left-turn resulting in property damage only. This does not indicate any issues specifically involving trucks or the TCEC. The roadway environment in the vicinity of the TCEC primary entrance is quite flat, non-complex, and with good visibility.

Collisions involving animals are most common within Watford based on the spatial distribution. Therefore, there is no major concern along the roadways adjacent to the TCEC; however, signage warning drivers of animals crossing at these locations could be installed to warn drivers and to make them more alert to the hazard. In the vicinity of the site, this applies predominantly to Nauvoo Road adjacent to the site, and along Confederation Line east of the site.



There were no collisions with vulnerable users such as pedestrians or cyclists within the last 5 years.

4.4.8 TCEC Site Entrance Sightline Review

Sight distance was checked for the existing TCEC site entrance along Nauvoo Road which is the primary entrance used by vehicles and large trucks entering the TCEC. There is a secondary gated entrance along Zion Line located approximately 200 m east of Nauvoo Road that serves as an emergency entrance.

The TCEC primary entrance is located approximately 300 m south of Zion Line and approximately 2.4 km north of Confederation Line. Nauvoo Road in the vicinity of the site is straight and flat. Looking to the north, sightlines are unobstructed until the Highway 402 overpass which obstructs sightlines due to the vertical curvature of Nauvoo Road as it passes over the highway. Looking to the south, Nauvoo Road undulates slightly and has minor vertical and horizontal curves, but the sightlines are not obstructed as a result, and drivers can effectively see to the Village of Watford. Despite Nauvoo Road being straight and generally quite flat, the sightlines are somewhat obstructed by signage, trees, fencing, and berms along the east shoulder of the roadway. The fencing that runs along the east side of the roadway surrounding the TCEC is set back from Nauvoo Road such that a vehicle approaching Nauvoo Road within the TCEC driveway does not have sightlines obstructed by the fencing. Photos taken from the TCEC driveway from the perspective of an approaching vehicle are presented below in **Figure 4-23** and **Figure 4-24** looking northbound and southbound, respectively.

Based on the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) there are five sightlines to be considered:

- Stopping Sight Distance ("SSD") for a vehicle traveling along Nauvoo Road and requiring to stop due to an obstruction in the roadway or a vehicle pulling out of the TCEC driveway (taken from TAC Table 2.5.2),
- Decision Sight Distance ("DSD") for a vehicle traveling along Nauvoo Road and required to maneuver around an obstruction in the road without stopping (taken from TAC Table 2.5.6), and
- Decision Intersection Sight Distance ("DISD") for a vehicle turning out of the TCEC driveway from a stopped position and merging on to Nauvoo Road without obstructing or slowing vehicles on Nauvoo Road (taken from TAC Figures 9.9.4 and 9.9.5 for left-turns and right-turns or crossing maneuvers). The warrant utilizes the "COMB" line on the graphs, which represents the sight distance requirements for large combined or articulated trucks.
- Intersection Sight Distance for Yield Controlled Left or Right Turn ("YCLR") for a vehicle approaching Nauvoo Road and turning out of the TCEC driveway and merging on to Nauvoo Road without obstructing or slowing vehicles on Nauvoo Road assuming they must yield to vehicles on Nauvoo Road but do not have to

stop unless there is insufficient gap (taken from TAC Figure 9.9.7). The warrant utilizes the "COMB" line on the graphs, which represents the sight distance requirements for large combined or articulated trucks.

These sight distance requirements are presented in Figure 4-25.

The posted speed limit along Nauvoo Road is 80 km/h. Assuming a level roadway and a design speed of 100 km/h, the SSD is 185 m while the DSD ranges from 225 m to 405 m depending on the complexity of the avoidance maneuver. Given the environment, the avoidance maneuver would not be complex and the road cross section is a single lane per direction, therefore SSD is considered over DSD.

DISD for left turns from stop is 320 m. DISD for crossing maneuvers and right-turns from stop is 300 m.

YCLR is more onerous of a requirement than DISD because it assumed that the vehicles approaching the intersection are moving and may not come to a complete stop and must therefore be able to see the approaching vehicles while approaching the intersection. Therefore, the sight distance along Nauvoo Road is approximately 335 m and the approach sight triangle distance is 25 m for the right-turn and 33 m for the left-turn (25 m plus the width of the northbound travel lane). Since most site truck traffic is destined to the north along Nauvoo Road, most truck drivers will be looking for gaps in northbound traffic. This means that the truck must be able to see a vehicle approaching when it is 25 m away from the northbound through lane. The sight triangle requirement is met. Additionally, the collision history has not identified any concerns or collisions associated with trucks leaving the TCEC driveway, and there is an acceleration lane which accommodates trucks merging on to Nauvoo Road.

Therefore, the sightlines for the primary driveway on Nauvoo Road meet TAC requirements.

The sight distance for the proposed site driveway to the RNG Facility which will be located on Confederation Line was reviewed under separate cover and is provided in **Appendix D**.

4.4.9 Pavement Markings

The pavement marking line delineating the northbound acceleration lane located just north of the primary driveway along Nauvoo Road has faded and is not clearly visible and should be repainted to make it easier for drivers to see. The lack of pavement markings can be seen in **Figure 4-23**. Clearly demarcated lanes will help drivers see the acceleration lane and react to vehicles merging with northbound traffic even.



Figure 4-23. TCEC Driveway on Nauvoo Road (Looking North)



Figure 4-24. TCEC Driveway on Nauvoo Road (Looking South)



Zion Line Required Decision Intersection Sight Distance Required Intersection for Left-Turn from Stop Sight Distance for Yield (320m) Controlled Left or Right Turn (335 metres). Approach Sight Triangle = 33 metres. Required Southbound Stopping Sight Distance (185m) **TCEC Primary Entrance** Required Northbound Stopping Sight Distance (185m) **Required Intersection** Sight Distance for Yield Controlled Left or Right Turn (335 metres). Required Decision Approach Sight Triangle Intersection Sight Distance = 25 metres. for Right-Turn from Stop (300m)Nauvoo Google Earth 400 m

Figure 4-25. TCEC Primary Driveway Sight Distances

4.4.10 Driveway Storage and Taper Lane Requirements

Storage lane requirements for the primary TCEC driveway along Nauvoo Road are based on the operations analysis contained in Section 0 and confirmed to accommodate the existing queues even under peak loads when traffic may queue back from the inbound weigh scale to Nauvoo Road.

Taper requirements are taken from the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017). Using an assumed design speed of 80 km/h and a lane width of 3.5 m, the taper length for a right-turn lane should be 60 m and the taper for a left-turn lane should be 53 m. Both of the provided tapers exceed the TAC requirements.



4.4.11 Cycling Network

Within the study area, the County of Lambton identifies an on-road trail along Nauvoo Road, which is the only cycling facility identified within the study area. The Nauvoo Road cycle route/trail continues south of Watford and also continues north of Highway 402. Currently, this is an on-road facility where the cyclists will travel on the shoulder of the roadway which is paved in most sections. Within the vicinity of the TCEC there does not appear to be any signage indicating that Nauvoo Road is an "on-road cycling trail" or route. With a posted speed of 80 km/h along Nauvoo Road in the vicinity of the TCEC, and without paved shoulders, it is anticipated that most cyclists would not utilize or treat this section of Nauvoo Road as a cycling route.

The 2022 traffic counts identified a small amount of cycling activity at the intersection of Nauvoo Road at Zion Line, as well as at Nauvoo Road at Confederation Line. At Zion Line there was one cyclist observed travelling westbound through the intersection during the midday peak period, and at Confederation Line there was a single cyclist observed in the southbound direction which also travelled through the intersection. The cyclist volumes are very low but could have been affected by the weather conditions in terms of temperature discouraging cyclists; however, the weather on the day the count data was captured was clear. Higher activity would be expected during summer months but the counts confirm that there is overall low cyclist activity.

Additional data collection conducted in May 2025 did not identify any cycling activity, which validated the 2022 data collection and confirms that cycling activity is very low.

Additionally, the collision history analysis did not identify any collisions involving cyclists over the previous 5 years. As a result, the cycling route along Nauvoo Road appears to be underutilized and likely not conducive to cycling based on the comfort level of most cyclists.

4.4.12 Pedestrian Activity

Pedestrian volumes crossing Nauvoo Road are relatively low within the Town of Watford and there were no pedestrians observed north of Confederation Line. There were no collisions with pedestrians identified. There were no indications that pedestrian safety is a concern nor indications that traffic associated with the TCEC would generate safety concerns for pedestrians.

4.4.13 Signage

A previous Road Safety Audit prepared by HDR, dated February 13, 2017, identified two potential signage recommendations for consideration.

The first recommendation for consideration was a WC-19 Share the Road sign which could be installed along Nauvoo Road to let drivers know that Nauvoo Road is a shared roadway with cyclists. The share the road signs do not appear to be present along Nauvoo Road in the study area based on the field investigation. The installation of signage along Nauvoo Road is up to the discretion of the County of Lambton. These

signs would be placed along the roadway at specified spacing intervals determined based on the Ontario Traffic Manual, along the entire stretch of roadway that is designated as a cycling facility. Given the very low cyclists volumes, the signage is not likely to have a major impact on driver behaviour or an overall impact on safety and operations of the roadway but could still be considered by the County. This applies to the entire roadway section that is designated a cycling facility and does not specifically apply to the section of roadway adjacent to the TCEC.

The Road Safety Audit also recommended that an additional advance warning sign be installed indicating that the northbound acceleration lane at the Nauvoo Road TCEC entrance is ending ahead. The sign was not specified but an example would be the WA-23R Lane Ends Right with distance sign. There is currently a sign that warns drivers that the lane ends and it is located at the end of the acceleration lane, at the start of the taper. The additional advance warning sign was recommended to be placed 150m upstream of the current sign and had not been installed at the time of the site February 2023 site visit. This sign was recommended in response to an accident where a vehicle did not merge back on to Nauvoo Road and lost control in the ditch. However, the latest collision analysis did not identify this as a recurring issue. Since this issue is not recurring and is not clearly associated with the TCEC, it is up to the discretion of the County to implement it.

However, as previously mentioned, the pavement markings demarcating the northbound through lane from the northbound acceleration lane are not visible.

The TCEC driveway on Nauvoo Road is currently under yield control but is not signed. The driveway has also been operating satisfactorily based on the collision history review and based on the site observations.

The previous turning sight distance for the driveway has been assessed and is confirmed to be adequate, which means that trucks would be able to merge on to Nauvoo Road and accelerate to speed without causing other vehicles on Nauvoo Road to slow down. TAC requirements for left-turns and right-turns under stop and yield control were checked to confirm sightlines are adequate.

4.5 Summary of Existing Conditions

4.5.1 Traffic Operations

The majority of site traffic is destined to/from the north and accesses Highway 402. The site traffic was adjusted using the weigh scale information to adjust the site truck traffic so that it was representative of a high volume/high activity day. This resulted in 47 inbound and 77 outbound trips during the weekday AM peak hour, 44 inbound and 52 outbound trips during the midday peak hour, and 26 inbound trips and 30 outbound trips during the weekday PM peak hour. The site traffic volumes were then used to model the inbound queue length which confirmed that the queues may extend back to Nauvoo Road resulting in queuing in the northbound right-turn lane and the southbound left-turn lane. This confirms expectations for high activity days. However,



the majority of the time there is less activity (fewer trucks) entering the TCEC and the queues do not reach to Nauvoo Road. In addition, during peak periods the second scale can be utilized for managing inbound vehicles.

Traffic operations for study area intersections surrounding the TCEC were analyzed using 2022 traffic data, adjusted to represent a high activity day for the TCEC. The operational analysis indicates that the study area intersections are operating well and within acceptable thresholds in terms of volume-to-capacity ratios, delays, and queues. All individual movements at study area intersections are currently operating with Level of Service 'C' or better which is considered acceptable. Typically, Level of Service 'D' requires monitoring, while 'E' and 'F' are considered unacceptable. Additionally, the highest volume-to-capacity ratio for any individual movement is 0.28, while the need for mitigation is not considered until the volume-to-capacity ratio exceeds 0.85. There are no operational concerns to note based on the traffic analysis.

4.5.2 Road Safety

Safety was reviewed from the perspective of driveway sightlines and storage lane/taper requirements. It was found that the TCEC site entrance on Nauvoo Road has sufficient sightlines and that the storage and taper are adequate and correctly designed. During the site observations there were no close calls or collisions observed. Additionally, the location of the proposed location for the RNG facility was assessed for sightlines and confirmed to have adequate sight distances.

Safety was also reviewed based on collision history analysis. The collision analysis included a review of the previous 5 years of collision history. The collision analysis did not reveal any key indicators for collisions such as frequent collisions or repeated collisions locations and types of collisions, which would indicate design deficiencies, or other trends associated with environmental conditions. Furthermore, the collision history did not reveal a prevalence of truck-related collisions or collisions associated with the TCEC site entrance location on Nauvoo Road. As a result, there were no safety signals arising from the collision history analysis and the collision history rates do not indicate a high frequency of collisions for the study area.

Signage recommendations from the 2017 Road Safety Audit included an advance warning sign that the northbound acceleration lane is ending on approach to Zion Line, and "share the road" signage along Nauvoo Road to let drivers know that cyclists may use the roadway. This signage had not been installed as of the February 2023 site visit. The installation of signage along Nauvoo Road is at the discretion of the County of Lambton. The current Road Safety Assessment did not identify any safety signals related to these recommendations. The "share the road" signage should be placed at regular intervals along the entire roadway wherever it is designated as a shared roadway and is not specifically tied to the section of the roadway directly adjacent to the TCEC. The "this lane ends" signage is also up to the discretion of the County since the latest collision history review did not identify this as being a cause of collisions or accidents near the site driveway or near Zion Line.

The pavement marking demarcating the northbound acceleration lane from the northbound through lane on the north leg of the intersection is not visible and has worn away presumably due to the truck activity.

4.6 Future Conditions

Future conditions will be assessed in the Effects Assessment report. The future conditions assessment will include two scenarios:

- Future Background Traffic Conditions this is the 'Do Nothing' scenario
 assuming the facility continues to operate as it does today with no changes to site
 operations. This scenario includes general background growth and traffic
 associated with planned new developments. The impacts of development will be
 compared with this scenario.
- Future Total Traffic Conditions this is the scenario that includes the future background conditions (background traffic growth and traffic associated with new developments), as well as any future facility expansion and associated changes to site traffic, including traffic associated with the future Renewable Natural Gas Facility.

Future conditions will include general background traffic growth as well as traffic associated with any future developments which may contribute traffic to the study area roadways. Future developments or traffic generators will be confirmed with the Township and County.

5 References

HDR Corporation

2017 Twin Creeks Landfill Annual Fill Rate Increase Traffic Impact Study

HDR Corporation

2017 Twin Creeks Landfill – Road Safety Audit Memorandum

RC Spencer Associates Inc.

2020 C.R. 79 / C.R. 39 Watford, ON Intersection improvement Study





Weigh Scale Data Summary

Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/7/2019	1/1/2019	1/2/2019	1/3/2019	1/4/2019	1/5/2019
1/14/2019	1/15/2019	1/16/2019	1/17/2019	1/18/2019	1/19/2019
1/21/2019	1/22/2019	1/23/2019	1/24/2019	1/25/2019	1/26/2019
1/28/2019	1/29/2019	1/30/2019	1/31/2019	2/1/2019	2/2/2019
2/4/2019	2/5/2019	2/6/2019	2/7/2019	2/8/2019	2/9/2019
2/11/2019	2/12/2019	2/13/2019	2/14/2019	2/15/2019	2/16/2019
2/18/2019	2/19/2019	2/20/2019	2/21/2019	2/22/2019	2/23/201
2/25/2019	2/26/2019	2/27/2019	2/28/2019	3/1/2019	3/2/201
3/4/2019	3/5/2019	3/6/2019	3/7/2019	3/8/2019	3/9/201
3/11/2019	3/12/2019	3/13/2019	3/14/2019	3/15/2019	3/16/201
3/18/2019	3/19/2019	3/20/2019	3/21/2019	3/22/2019	3/23/201
3/25/2019	3/26/2019	3/27/2019	3/28/2019	3/29/2019	3/30/201
4/1/2019	4/2/2019	4/3/2019	4/4/2019	4/5/2019	4/6/201
4/8/2019	4/9/2019	4/10/2019	4/11/2019	4/12/2019	4/13/201
4/15/2019	4/16/2019	4/17/2019	4/18/2019	4/19/2019	4/20/201
4/22/2019	4/23/2019	4/24/2019	4/25/2019	4/26/2019	4/27/201
4/29/2019	4/30/2019	5/1/2019	5/2/2019	5/3/2019	5/4/201
5/6/2019	5/7/2019	5/8/2019	5/9/2019	5/10/2019	5/11/201
5/13/2019	5/14/2019	5/15/2019	5/16/2019	5/17/2019	5/18/201
5/20/2019	5/21/2019	5/22/2019	5/23/2019	5/24/2019	5/25/201
5/27/2019	5/28/2019	5/29/2019	5/30/2019	5/31/2019	6/1/201
6/3/2019	6/4/2019	6/5/2019	6/6/2019	6/7/2019	6/8/201
6/10/2019	6/11/2019	6/12/2019	6/13/2019	6/14/2019	6/15/201
6/17/2019	6/11/2019	6/12/2019	6/20/2019	6/21/2019	6/22/201
6/24/2019	6/25/2019	6/26/2019	6/27/2019		6/29/201
7/1/2019	7/2/2019	7/3/2019	7/4/2019	6/28/2019 7/5/2019	7/6/201
7/8/2019	7/9/2019	7/10/2019	7/11/2019	7/12/2019	7/13/201
7/15/2019	7/16/2019	7/17/2019	7/18/2019	7/19/2019	7/20/201
7/22/2019	7/23/2019	7/24/2019	7/25/2019	7/26/2019	7/27/201
7/29/2019	7/30/2019	7/31/2019	8/1/2019	8/2/2019	8/3/201
8/5/2019	8/6/2019	8/7/2019	8/8/2019	8/9/2019	8/10/201
8/12/2019	8/13/2019	8/14/2019	8/15/2019	8/16/2019	8/17/201
8/19/2019	8/20/2019	8/21/2019	8/22/2019	8/23/2019	8/24/201
8/26/2019	8/27/2019	8/28/2019	8/29/2019	8/30/2019	8/31/201
9/2/2019	9/3/2019	9/4/2019	9/5/2019	9/6/2019	9/7/201
9/9/2019	9/10/2019	9/11/2019	9/12/2019	9/13/2019	9/14/201
9/16/2019	9/17/2019	9/18/2019	9/19/2019	9/20/2019	9/21/201
9/23/2019	9/24/2019	9/25/2019	9/26/2019	9/27/2019	9/28/201
9/30/2019	10/1/2019	10/2/2019	10/3/2019	10/4/2019	10/5/201
10/7/2019	10/8/2019	10/9/2019	10/10/2019	10/11/2019	10/12/201
10/14/2019	10/15/2019	10/16/2019	10/17/2019	10/18/2019	10/19/201
10/21/2019	10/22/2019	10/23/2019	10/24/2019	10/25/2019	10/26/201
10/28/2019	10/29/2019	10/30/2019	10/31/2019	11/1/2019	11/2/201
11/4/2019	11/5/2019	11/6/2019	11/7/2019	11/8/2019	11/9/201
11/11/2019	11/12/2019	11/13/2019	11/14/2019	11/15/2019	11/16/201
11/18/2019	11/19/2019	11/20/2019	11/21/2019	11/22/2019	11/23/201
11/25/2019	11/26/2019	11/27/2019	11/28/2019	11/29/2019	11/30/201
12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/201
12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/201
12/16/2019	12/17/2019	12/18/2019	12/19/2019	12/20/2019	12/21/201
12/23/2019	12/24/2019	12/25/2019	12/26/2019	12/27/2019	12/28/201
12/30/2019	12/31/2019	1/1/2020	1/2/2020	1/3/2020	1/4/202

Peak Hour Vo	olumes - Monda	ys											
		ak Hour					Peak Hour					ak Hour	
7-8am	730-830am	8-9am		11am-12pm		12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333	1	0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
17	15	14	17	29	38	38	27	21	38	4	0	0	4
16	14	13	16	28	32	30	18	18	32	4	0	0	4
9	0	6	9	22	25	24	18	12	25	7	0	0	7
10	8	10	10	34	38	27	20	15	38	11	0	0	11
17	15	16	17	39	35	27	25	26	39	10	0	0	10
16	13	13	16	33	31	27	23	31	33	8	0	3	8
5	11	6	11	7	8	8	2	1	8	0	0	0	0
13	12	15	15	28	35	29	13	17	35	6	0	0	6
17	14	19	19	15	23	31	20	6	31	5	0	0	5
19	14	19	19	29	29	26	19	16	29	7	0	0	7
20	19	21	21	34	28	26	18	13	34	9	0	0	9
29	17	21	29	25	32	32	27	21	32	4	0	0	4
27	19	21	27	25	26	30	23	14	30	8	0	0	8
17	19	15	19	28	27	25	26	18	28	4	0	0	4
26	26	20	26	22	15	28	33	20	33	6	0	0	6
25	20	18	25	30	28	18	18	23	30	11	0	0	11
28 23	14	15 17	28 23	24 38	28 29	26 28	24	24 26	28 38	11 13		0 0	11
1	16						22				1 0	0	13
20	14	13	20	29	39	35	21	19	39	8			8
8	7	7	8	15	4	3	2	0	15	0	0	0	0
21	19	22 22	22	34	37	30	34	28	37	9	0	0 3	9
24 17	21 17	16	24 17	30 41	29	33	29	26	33 41	8 13	1 0	0	8
16	17		16		40	33	26 22	22 20			0	0	
20	11	16 18	20	18 28	16 30	22 25	22	25	22 30	6 5	0	0	6 5
4	6	8	8	8	30 7	3	0	0	8	0	0	0	0
17	12	18	18	32	36	37	28	26	37	5	0	0	5
18	12	16	18	27	28	28	25	23	28	2	0	0	2
16	10	14	16	26	30	23	26	27	30	5	0	0	5
24	22	16	24	23	22	25	23	20	25	8	0	0	8
9	7	8	9	9	8	6	1	0	9	0	0	0	0
25	29	18	29	22	24	32	24	14	32	12	0	0	12
23	29	21	29	23	30	26	22	20	30	4	0	0	4
17	25	19	25	16	26	31	22	23	31	3	0	0	3
6	4	6	6	7	7	6	1	0	7	0	0	0	0
21	31	24	31	25	34	29	17	25	34	4	0	0	4
25	27	32	32	28	31	30	25	21	31	6	0	0	6
22	23	21	23	28	29	28	23	18	29	8	0	0	8
23	20	18	23	23	38	40	24	23	40	7	2	1	7
20	26	21	26	25	24	24	20	25	25	4	0	0	4
7	9	9	9	10	7	4	0	0	10	0	0	0	0
19	22	28	28	23	20	25	33	25	33	5	0	0	5
21	27	14	27	31	26	24	26	17	31	9	0	0	9
22	26	17	26	22	22	26	24	19	26	2	0	0	2
16	15	17	17	22	21	16	14	13	22	1	0	0	1
13	21	30	30	18	23	25	20	18	25	7	0	0	7
13	17	17	17	24	24	17	16	19	24	7	0	0	7
9	9	9	9	26	21	13	16	17	26	1	0	0	1
14	15	18	18	25	21	18	17	12	25	2	0	0	2
19	22	14	22	19	21	21	22	27	27	0	0	0	0
23	24	25	25	21	16	13	19	18	21	6	0	0	6
22	29	24	29	24	16	23	31	23	31	3	0	0	3
_		AVG	20					AVG	28			AVG	6
		MAX	32					MAX	41			MAX	13

Summary

Maximum AM Peak Hour Weigh Scale Trips: 42
Maximum Midday Peak Hour Weigh Scale Trips: 48
Maximum PM Peak Hour Weigh Scale Trips: 23

Inbound Weigh Scale Hourly Volume Summary - 2021

iliboulla v	weigii Scai	e nouny v	olullie Sul	illilary - 20	<i>J</i> ZI		
Day of the	AM Pe	ak Hour	Midday I	Peak Hour	PM Peak Hour		
Week	Average	Maximum	Average	age Maximum Average		Maximum	
Monday	20	32	28	41	6	13	
Tuesday	24	35	31	47	6	21	
Wednesday	24	42	30	42	7	16	
Thursday	25	36	32	48	7	17	
Friday	25	40	28	43	6	23	
Saturday	11	21	0	8	0	0	
Weekdays	22	42	25	48	5	23	

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

- cuit mount on	umes - Tuesday	ak Hour				Midday I	Peak Hour				DM Do:	ak Hour	
7-8am	730-830am	8-9am		112m 12nm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	-
0.333	0.313	0.335	MAX	0.500	0.521	0.542	0.563	0.542	MAX	0.708	0.700	0.750	MAX
0.333	0.554	0.373	0	0.300	0.521	0.342	0.363	0.363	0	0.708	0.700	0.730	0
18	21	23	23	22	26	29	28	17	29	9	0	0	9
15	20	27	27	21	22	32	28	14	32	8	1	0	8
10	12	16	16	26	25	20	18	20	26	14	0	0	14
22	18	15	22	33	29	32	30	28	33	2	0	0	2
10	9	10	10	17	23	14	9	10	23	1	0	0	1
14	13	16	16	26	34	43	37	27	43	12	0	2	12
21	12	12	21	27	33	31	27	22	33	4	0	0	4
17	12	19	19	31	29	27	25	24	31	6	0	1	6
15	21	26	26	28	36	27	16	18	36	6	1	0	6
24	17	14	24	26	32	34	26	27	34	5	0	0	5
20	13	17	20	31	35	32	32	29	35	8	0	0	8
29	27	26	29	29	33	31	27	18	33	6	0	0	6
27	17	18	27	21	29	28	26	27	29	7	0	0	7
27	22	20	27	27	25	25	28	24	28	4	0	0	4
22	18	19	22	39	46	40	26	24	46	6	0	0	6
26	21	17	26	26	30	28	32	35	35	8	0	0	8
22	24	20	24	35	31	31	32	30	35	9	1	0	9
24	18	12	24	23	23	27	29	24	29	13	0	0	13
18	13	19	19	20	31	32	24	27	32	21	0	0	21
32	27	26	32	39	47	38	31	31	47	11	0	0	11
24	22	22	24	38	36	22	17	12	38	3	0	0	3
23	18	19	23	43	33	21	21	23	43	8	0	8	8
20	14	17	20	27	27	38	35	23	38	12	0	0	12
20	21	15	21	32	30	30	32	31	32	5	0	0	5
20 16	12	17	17	30	29	23	20	28	30	13	0	0	13
													1
21	22	17	22	34	26	26	28	23	34	5	0	0	5
22	21	25	25	28	24	21	27	24	28	9	0	0	9
18	19	20	20	18	21	26	21	20	26	9	0	0	9
22	26	27	27	29	29	23	21	26	29	3	0	0	3
28	23	10	28	28	25	24	23	25	28	4	0	0	4
25	31	23	31	30	26	27	26	22	30	7	0	0	7
21	26	22	26	24	29	26	24	29	29	2	0	0	2
27	29	21	29	29	34	28	21	19	34	8	0	0	8
19	18	16	19	26	25	28	26	20	28	4	0	0	4
24	27	24	27	34	35	31	32	32	35	3	0	0	3
25	35	34	35	34	40	31	17	18	40	9	0	0	9
27	33	26	33	31	37	31	24	21	37	7	0	0	7
29	33	31	33	33	30	24	29	31	33	6	0	0	6
23	26	27	27	28	38	38	26	23	38	5	0	0	5
21	17	18	21	38	35	24	29	31	38	3	0	0	3
15	26	26	26	21	30	29	22	19	30	7	0	0	7
19	30	27	30	26	23	23	24	21	26	5	0	0	5
24	26	19	26	25	37	28	20	22	37	1	0	0	1
8	14	23	23	19	16	19	17	13	19	3	0	0	3
25	21	18	25	22	26	22	20	18	26	6	0	0	6
14	21	28	28	24	14	18	21	20	24	5	0	0	5
16	24	19	24	21	16	16	18	16	21	3	0	0	3
18	20	19	20	17	11	24	25	20	25	2	0	0	2
14	19	20	20	16	19	24	21	19	24	7	0	0	7
21	22	20	22	21	18	12	8	7	21	0	0	0	0
26	20	22	26	25	20	20	16	8	25	0	0	0	0
	20	AVG	24	- 23	20	20	10	AVG	31	-	U	AVG	6
		MAX	35				ŀ	MAX	47	1		MAX	21
		IVIAX	35	l			Į.	IVIAX	4/	J		IVIAX	Z1

Peak Hour Volumes - Wednesdays

	AM Pea	•				Midday	Peak Hour			0.640 0.688 0.7 0.708 0.700 0.7 4 0 12 0 6 0 4 0 1 1 0 4 0 1 4 0 3 1 12 0 3 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 11 0 6 0 11 0 6 0 11 0 6 0 11 0 6 0 11 0 6 0 11 0 6 0 11 0 10 0 10 0 10 0 10 0 10 0 10 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10		k Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
19	16	15	19	24	24	24	23	22	24			0	4
15	11	17	17	27	29	28	24	22	29			0	12
12	12	14	14	23	32	31	24	23	32			0	2
16	21	21	21	26	29	28	20	22	29	I		0	6
17	14	14	17	7	9	12	10	9	12	4		0	4
14	20	20	20	17	27	33	20	18	33	1		1	1
21	19	19	21	25	25	24	24	23	25	I		1	4
18	18	13	18	9	17	25	22	14	25			0	3
20	15	18	20	24	35	29	20	18	35			1	12
20	21	27	27	23	24	25	22	19	25	I		0	3
27	22	22	27	31	34	29	25	23	34	1		0	6
26	23	20	26	33	33	36	32	20	36	8		0	8
23	11	16	23	28	30	32	34	25	34	I		0	11
29	21	19	29	24	34	36	28	23	36			0	9
24	19	20	24	25	29	26	19	16	29	I		0	6
23	20	23	23	27	28	32	30	23	32			0	11
23	16	14	23	23	22	35	33	21	35			0	10
23	25	20	25	23	26	33	35	29	35			0	12
30	27	20	30	17	23	36	40	29	40			0	8
31	24	19	31	21	17	26	30	22	30	I		0	11
25	26	19	26	26	28	33	34	30	34	6		0	6
27	24	25	27	29	35	33	31	24	35			0	11
25	18	22	25	21	28	31	32	31	32	7		16	16
26	27	22	27	26	23	24	33	31	33			0	9
23	26	20	26	22	34	35	33	29	35	I		0	14
26	20	17	26	29	27	21	21	33	33	1		0	9
20	18	22	22	23	22	24	31	30	31	1		0	6
26	19	16	26	22	21	27	24	19	27	I		0	12
18	16	22	22	15	22	31	31	29	31			0	5
21	18	16	21	14	17	27	28	20	28	1		0	10
22	30	22	30	20	23	20	27	24	27	I		0	7
22	28	22	28	21	28	31	25	22	31	I		0	5
26	25	16	26	24	24	30	28	23	30	I		0	4
27	21	21	27	30	28	28	28	22	30			0	6
34	31	20	34	24	26	25	30	27	30	3	0	0	3
23	29	22	29	31	27	35	35	21	35	5	0	0	5
33	30	23	33	23	32	34	32	26	34	12	0	0	12
27	36	37	37	26	30	33	33	29	33	8	0	0	8
38	42	31	42	22	31	29	28	27	31	6	0	0	6
27	28	22	28	29	30	32	34	24	34	6	0	0	6
20	28	30	30	26	36	42	35	29	42	13	0	0	13
28	29	23	29	21	19	27	30	25	30	6	0	0	6
27	28	18	28	19	27	26	18	16	27	5	0	0	5
22	24	16	24	22	26	28	22	20	28	6	0	0	6
15	20	19	20	23	24	25	24	16	25	5	0	0	5
20	19	18	20	15	22	33	31	18	33	2	0	0	2
16	24	18	24	20	24	30	29	26	30	2	0	0	2
20	18	15	20	17	20	21	22	14	22	4	0	0	4
23	23	22	23	17	17	23	27	16	27	1	0	0	1
12	23	27	27	16	23	22	26	29	29	3	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AVG	24					AVG	30	-		AVG	7
	l	MAX	42	J				MAX	42	l		MAX	16

Peak Hour Volumes - Thursdays

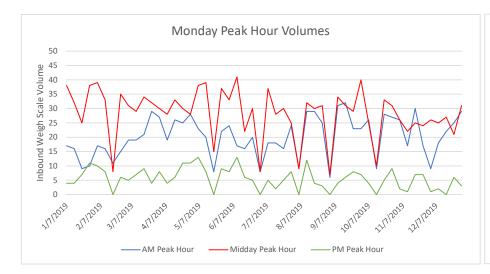
reak flour vo	Iumes - Thursda	ak Hour				Midday	Peak Hour				PM Pe	ak Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.232	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
23	27	32	32	28	30	32	32	26	32	8	0	0.730	8
14	17	21	21	31	30	24	16	10	31	7	0	0	7
11	10	15	15	37	31	27	24	28	37	7	0	0	7
11	10	13	13	35	38	41		20	41	11	0	0	11
			l				32			l			
17	21	21	21	17	21	32	33	24	33	13	0	0	13
18	16	17	18	35	30	29	22	21	35	9	0	2	9
12	17	23	23	24	30	36	29	20	36	5	0	0	5
15	12	18	18	23	27	31	26	20	31	8	0	0	8
9	11	14	14	28	36	31	24	26	36	9	0	0	9
18	16	17	18	22	22	22	19	14	22	11	0	0	11
23	21	24	24	22	30	33	28	26	33	6	0	0	6
29	22	20	29	34	32	26	21	15	34	8	0	0	8
25	22	25	25	35	36	36	32	20	36	11	0	0	11
28	24	19	28	28	23	23	24	23	28	1	0	0	1
24	21	18	24	32	40	36	23	20	40	8	0	0	8
28	24	17	28	17	29	34	26	21	34	9	0	0	9
18	15	19	19	31	35	29	26	18	35	17	0	0	17
22	17	12	22	23	30	36	39	34	39	12	0	0	12
27	21	20	27	21	25	36	31	21	36	13	0	0	13
25	24	26	26	40	26	28	35	26	40	13	0	0	13
30	30	25	30	28	27	34	33	29	34	7	0	0	7
32	23	21	32	28	31	41	42	29	42	7	0	0	7
23	23	22	23	21	25	36	24	17	36	9	0	10	10
25	22	21	25	25	26	30	24	28	30	10	0	0	10
23	17	16	23	26	27	28	20	16	28	12	0	0	12
27	23	19	27	22	30	36	29	23	36	4	0	0	4
22	16	14	22	31	24	26	28	32	32	3	0	0	3
23	24	28	28	24	26	29	25	17	29	11	0	0	11
17	19	26	26	25	29	25	24	27	29	6	0	0	6
24	30	26	30	25	20	18	21	25	25	2	0	0	2
28	32	24	32	22	20	25	31	27	31	10	0	0	10
24	26	17	26	24	15	22	34	27	34	2	0	0	2
27	30	21	30	23	22	27	28	20	28	3	0	0	3
20	23	21	23	27	29	25	28	27	29	2	0	0	2
29	29	18	29	25	30	40	40	29	40	3	0	0	3
23	20	20	23	27	28	29	28	20	29	8	0	0	8
30	36	28	36	23	23	32	43	31	43	8	0	0	8
18	27	27	27	28	26	26	24	24	28	6	0	0	6
29	36	26	36	25	25	27	31	23	31	5	0	0	5
30	31	26	31	25	35	34	24	30	35	6	0	0	6
23	30	36	36	42	48	28	26	32	48	4	0	0	4
22	29	26	29	15	23	26	21	19	26	2	0	0	2
16	30	26	30	20	32	28	14	13	32	4	0	0	4
18	29	20	29	20	26	35	30	18	35	1	0	0	1
16	27	24	27	18	20	33	30	27	33	6	0	0	6
18	26	17	26	15	23	31	24	21	31	9	0	0	9
22	23	24	26	16	23 18	20	24	16	21	5	0	0	5
19	23	24 19	24	19	23	29	18	10	29	6	0	0	6
18	22	21	22	16	23	29 27	23	23	29 27	3	0	0	3
20	21	16	21	27	20	27	23 25	23 19	27	5	0	0	5
9	11	7	11	5	20 11	23 8	25	0	11	0	0	0	0
0	0	0	0	0	0	8	0	0	0	0	0	0	0
	U	AVG	25	 	U	U	U	AVG	32	l	U	AVG	7
		MAX	36	1				MAX	48	1		MAX	17
		INIMA	30	1				IVIAA	40	ı		IVIAA	1,

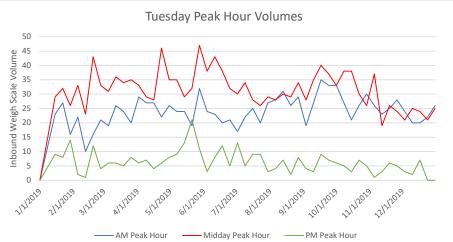
Peak Hour Volumes - Fridays

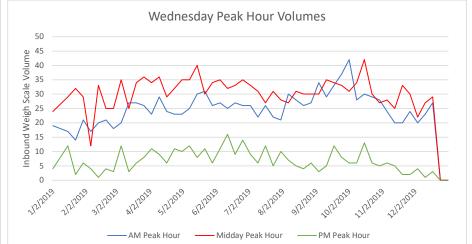
reak Hour Vo	AM Pe	ak Hour				Midday I	Peak Hour				DM Do:	ak Hour	
7-8am	730-830am	8-9am	1	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	1	4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.232	0.354	0.335	MAX	0.500	0.521	0.542	0.563	0.542	MAX	0.708	0.700	0.750	MAX
21	23	23	23	33	34	21	17	20	34	8	0.700	0.730	8
1	23												
20		17	21	19	32	33	21	17	33	4	0	0	4
13	12	17	17	30	34	25	20	17	34	6	0	0	6
13	13	18	18	17	22	23	27	27	27	7	0	0	7
12	16	20	20	23	26	24	21	22	26	10	0	3	10
21	20	20	21	25	19	22	25	25	25	7	0	1	7
12	13	27	27	32	30	24	27	25	32	6	0	0	6
17	18	23	23	30	37	23	26	29	37	1	0	0	1
14	16	19	19	14	18	17	20	24	24	5	0	0	5
11	16	16	16	22	24	22	17	20	24	2	0	0	2
22	20	23	23	28	28	27	24	18	28	5	0	0	5
27	29	24	29	33	31	28	25	31	33	8	0	0	8
18	18	21	21	26	29	25	25	20	29	7	0	0	7
30	31	24	31	24	25	28	27	24	28	9	0	0	9
16	13	10	16	14	7	3	1	0	14	0	0	0	0
1	0	12	12	38	39	37	34	24	39	23	0	0	23
30	23	22	30	32	31	28	24	20	32	8	0	0	8
23	23	22	23	23	30	43	37	22	43	10	0	0	10
25	23	23	25	26	27		19	25	27	9	0	0	9
						18							
29	25	27	29	30	38	34	23	28	38	11	0	0	11
17	18	18	18	21	24	23	19	16	24	7	0	0	7
40	28	30	40	19	24	25	25	25	25	10	0	0	10
23	17	17	23	29	23	19	26	22	29	2	0	4	4
32	34	21	34	28	29	22	23	24	29	5	0	0	5
31	25	19	31	32	33	24	22	22	33	3	0	0	3
26	18	16	26	17	21	26	26	24	26	4	0	0	4
20	16	22	22	23	23	24	25	21	25	4	0	0	4
21	17	23	23	21	22	24	24	22	24	5	0	0	5
18	18	21	21	14	19	14	19	19	19	5	0	0	5
23	25	18	25	20	16	15	22	25	25	3	0	0	3
17	19	26	26	28	33	37	37	29	37	5	0	0	5
27	24	22	27	24	27	23	16	15	27	1	0	0	1
28	24	19	28	15	29	32	25	20	32	3	0	0	3
26	29	31	31	22	28	34	26	23	34	5	0	0	5
22	26	19	26	27	24	26	21	22	27	5	0	0	5
24	26	23	26	19	22	29	26	19	29	8	0	0	8
28	33	30	33	23	31	29	21	22	31	5	0	0	5
26	24	23	26	25	27	25	28	26	28	4	0	0	4
26	24	23 15	26	27	27	25 24	28 19	26 10	28 29	2	0	0	2
1													
33	37	24	37	27	34	29	23	21	34	8	0	0	8
30	27	30	30	23	30	30	28	26	30	6	0	0	6
21	30	26	30	20	24	25	24	16	25	5	0	0	5
17	32	26	32	22	25	25	20	15	25	3	0	0	3
14	32	27	32	19	21	21	18	22	22	10	0	0	10
15	22	25	25	18	21	21	18	14	21	8	0	0	8
17	24	19	24	21	30	34	26	17	34	2	0	0	2
15	23	23	23	21	25	22	23	23	25	1	0	0	1
15	23	23	23	23	17	13	14	25	25	4	0	0	4
15	20	18	20	24	20	19	19	18	24	2	0	0	2
20	36	33	36	23	20	14	20	20	23	2	0	0	2
19	23	16	23	16	16	20	29	20	29	8	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AVG	25		-	-		AVG	28	_		AVG	6
		MAX	40	1				MAX	43	1		MAX	23
		141700		1				ITION	, ,,	J		ITION	

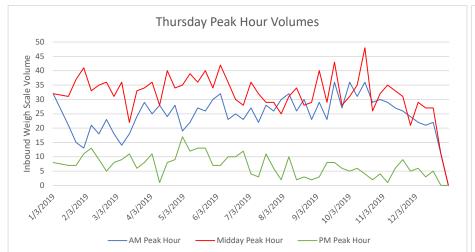
Peak Hour Volumes - Saturdays

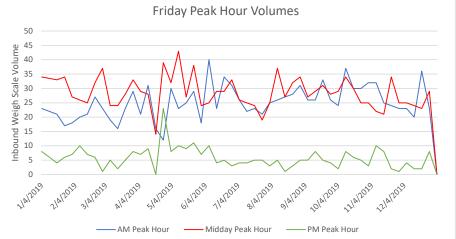
Peak Hour Vo	lumes - Saturda	•		1						ı			
	AM Pea						Peak Hour					ak Hour	
7-8am	730-830am	8-9am			1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
21	13	13	21	7	5	1	0	0	7	0	0	0	0
5	7	3	7	0	0	0	0	0	0	0	0	0	0
8	6	6	8	0	0	0	0	0	0	0	0	0	0
10	0	1	10	1	0	0	0	0	1	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
7	11	9	11	0	0	0	0	0	0	0	0	0	0
8	1	3	8	0	0	0	0	0	0	0	0	0	0
7	8	8	8	0	0	0	0	0	0	0	0	0	0
9	4	5	9	0	0	0	0	0	0	0	0	0	0
19	12	3	19	0	0	0	0	0	0	0	0	0	0
8	9	7	9	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	10	8	10	0	0	0	0	0	0	0	0	0	0
8	6	8	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	1	7	0	0	0	0	0	0	0	0	0	0
20	18	9	20	0	0	0	0	0	0	0	0	0	0
21	12	6	21	0	0	0	0	0	0	0	0	0	0
14	15	12	15	0	0	0	0	0	0	0	0	0	0
19	21	18	21	3	0	0	0	0	3	0	0	0	0
15	18	15	18	0	0	0	0	0	0	0	0	0	0
9	9	9	9	1	0	0	0	0	1	0	0	0	0
11	7	12	12	0	0	0	0	0	0	0	0	0	0
14	9	7	14	0	0	0	0	0	0	0	0	0	0
12	9 17	18	18	0	0	0	0	0	0	0	0	0	0
			l							0			
17	19	17	19	0	0	0	0	0	0	_	0	0	0
10	16	17	17	0	0	0	0	0	0	0	0	0	0
8	6	10	10	0	0	0	0	0	0	0	0	0	0
10	12	6	12	0	0	0	0	0	0	0	0	0	0
10	8	7	10	0	0	0	0	0	0	0	0	0	0
10	11	11	11	0	0	0	0	0	0	0	0	0	0
10	10	11	11	0	0	0	0	0	0	0	0	0	0
15	12	12	15	0	0	0	0	0	0	0	0	0	0
8	12	11	12	0	0	0	0	0	0	0	0	0	0
13	18	20	20	0	0	0	0	0	0	0	0	0	0
13	12	10	13	0	0	0	0	0	0	0	0	0	0
18	18	17	18	0	0	0	0	0	0	0	0	0	0
12	10	8	12	0	0	0	0	0	0	0	0	0	0
9	10	11	11	0	0	0	0	0	0	0	0	0	0
6	5	12	12	0	0	0	0	0	0	0	0	0	0
8	5	14	14	1	0	0	0	0	1	0	0	0	0
7	8	8	8	0	0	0	0	0	0	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
4	7	8	8	0	0	0	0	0	0	0	0	0	0
8	4	3	8	0	0	0	0	0	0	0	0	0	0
5	5	11	11	0	0	0	0	0	0	0	0	0	0
4	8	9	9	0	0	0	0	0	0	0	0	0	0
11	12	3	12	0	0	0	0	0	0	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
12	9	4	12	0	0	0	0	0	0	0	0	0	0
12	10	9	12	8	4	0	0	0	8	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AVG	11	1	-			AVG	0			AVG	0
		MAX	21	1			ŀ	MAX	8			MAX	0
				ı			L			I			

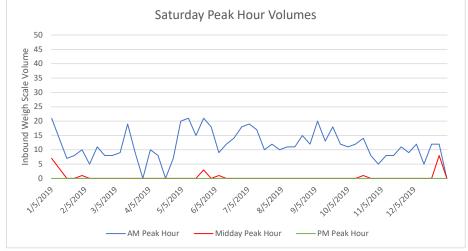






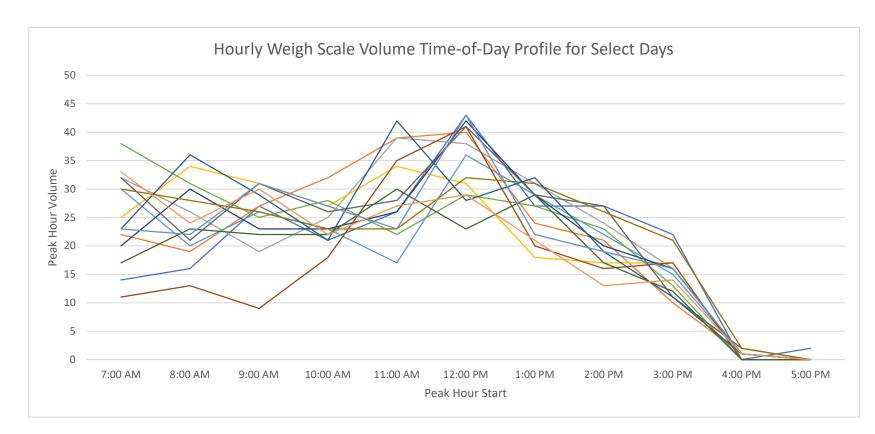






Full Day Hourly Demand Profile

								Hourly Inbound	Scale Volume	5					
		Tuesday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Thursday	Friday	Friday	Friday
Hour Start	Hour End	2/19/2019	4/23/2019	5/28/2019	9/17/2019	5/15/2019	10/2/2019	10/16/2019	1/31/2019	6/6/2019	9/19/2019	10/17/2019	3/1/2019	5/10/2019	10/11/2019
7:00 AM	8:00 AM	14	22	32	25	30	38	20	11	32	30	23	17	23	33
8:00 AM	9:00 AM	16	19	26	34	20	31	30	13	21	28	36	23	22	24
9:00 AM	10:00 AM	27	27	19	31	26	25	23	9	31	26	29	22	31	30
10:00 AM	11:00 AM	21	32	25	27	23	28	23	18	26	23	21	22	27	22
11:00 AM	12:00 PM	26	39	39	34	17	22	26	35	28	23	42	30	23	27
12:00 PM	1:00 PM	43	40	38	31	36	29	42	41	41	32	28	23	43	29
1:00 PM	2:00 PM	27	24	31	18	29	27	29	20	29	31	32	29	22	21
2:00 PM	3:00 PM	27	21	24	17	22	23	20	16	27	26	19	17	19	13
3:00 PM	4:00 PM	22	10	16	17	15	13	16	17	11	21	11	12	16	14
4:00 PM	5:00 PM	0	1	1	0	1	0	1	0	2	2	1	0	1	1
5:00 PM	6:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/6/2020	1/7/2020	1/1/2020	1/2/2020	1/3/2020	1/4/2020
1/13/2020	1/14/2020	1/15/2020	1/16/2020	1/17/2020	1/18/2020
1/20/2020	1/21/2020	1/22/2020	1/23/2020	1/24/2020	1/25/2020
1/27/2020	1/28/2020	1/29/2020	1/30/2020	1/31/2020	2/1/2020
2/3/2020	2/4/2020	2/5/2020	2/6/2020	2/7/2020	2/8/2020
2/10/2020	2/11/2020	2/12/2020	2/13/2020	2/14/2020	2/15/2020
2/17/2020	2/18/2020	2/19/2020	2/20/2020	2/21/2020	2/22/2020
2/24/2020	2/25/2020	2/26/2020	2/27/2020	2/28/2020	2/29/2020
3/2/2020	3/3/2020	3/4/2020	3/5/2020	3/6/2020	3/7/202
3/9/2020	3/10/2020	3/11/2020	3/12/2020	3/13/2020	3/14/202
3/16/2020	3/17/2020	3/18/2020	3/19/2020	3/20/2020	3/21/202
3/23/2020	3/24/2020	3/25/2020	3/26/2020	3/27/2020	3/28/202
3/30/2020	3/31/2020	4/1/2020	4/2/2020	4/3/2020	4/4/202
4/6/2020	4/7/2020	4/8/2020	4/9/2020	4/10/2020	4/11/202
4/13/2020	4/14/2020	4/15/2020	4/16/2020	4/17/2020	4/18/202
4/20/2020	4/21/2020	4/22/2020	4/23/2020	4/24/2020	4/25/202
4/27/2020	4/28/2020	4/29/2020	4/30/2020	5/1/2020	5/2/202
5/4/2020	5/5/2020	5/6/2020	5/7/2020	5/8/2020	5/9/202
5/11/2020	5/12/2020	5/13/2020	5/14/2020	5/15/2020	5/16/202
5/18/2020	5/19/2020	5/20/2020	5/21/2020	5/22/2020	5/23/202
5/25/2020	5/26/2020	5/27/2020	5/28/2020	5/29/2020	5/30/202
6/1/2020	6/2/2020	6/3/2020	6/4/2020	6/5/2020	6/6/202
6/8/2020	6/9/2020	6/10/2020	6/11/2020	6/12/2020	6/13/202
6/15/2020	6/16/2020	6/10/2020	6/11/2020	6/12/2020	6/20/202
6/22/2020	6/23/2020	6/17/2020	6/25/2020	6/19/2020	6/27/202
6/22/2020	6/30/2020	7/1/2020	7/2/2020	7/3/2020	
7/6/2020	7/7/2020		7/2/2020	7/3/2020	7/4/202
7/13/2020	7/14/2020	7/8/2020 7/15/2020	7/16/2020	7/10/2020	7/11/202 7/18/202
7/13/2020	7/14/2020	7/13/2020	7/16/2020	7/17/2020	7/18/202
7/20/2020	7/21/2020	7/22/2020	7/30/2020	7/24/2020	8/1/202
8/3/2020	8/4/2020	8/5/2020	8/6/2020	8/7/2020	8/8/202
8/10/2020	8/11/2020	8/12/2020	8/13/2020	8/14/2020	8/15/202
8/17/2020	8/18/2020	8/19/2020	8/20/2020	8/21/2020	8/22/202
8/24/2020	8/25/2020	8/26/2020	8/27/2020	8/28/2020	8/29/202
8/31/2020	9/1/2020	9/2/2020	9/3/2020	9/4/2020	9/5/202
9/7/2020	9/8/2020	9/9/2020	9/10/2020	9/11/2020	9/12/202
9/14/2020	9/15/2020	9/16/2020	9/17/2020	9/18/2020	9/19/202
9/21/2020	9/22/2020	9/23/2020	9/24/2020	9/25/2020	9/26/202
9/28/2020	9/29/2020	9/30/2020	10/1/2020	10/2/2020	10/3/202
10/5/2020	10/6/2020	10/7/2020	10/8/2020	10/9/2020	10/10/202
10/12/2020	10/13/2020	10/14/2020	10/15/2020	10/16/2020	10/17/202
10/19/2020	10/20/2020	10/21/2020	10/22/2020	10/23/2020	10/24/202
10/26/2020	10/27/2020	10/28/2020	10/29/2020	10/30/2020	10/31/202
11/2/2020	11/3/2020	11/4/2020	11/5/2020	11/6/2020	11/7/202
11/9/2020	11/10/2020	11/11/2020	11/12/2020	11/13/2020	11/14/202
11/16/2020	11/17/2020	11/18/2020	11/19/2020	11/20/2020	11/21/202
11/23/2020	11/24/2020	11/25/2020	11/26/2020	11/27/2020	11/28/202
11/30/2020	12/1/2020	12/2/2020	12/3/2020	12/4/2020	12/5/202
12/7/2020	12/8/2020	12/9/2020	12/10/2020	12/11/2020	12/12/202
12/14/2020	12/15/2020	12/16/2020	12/17/2020	12/18/2020	12/19/202
12/21/2020	12/22/2020	12/23/2020	12/24/2020	12/25/2020	12/26/202
12/28/2020	12/29/2020	12/30/2020	12/31/2020	1/1/2021	1/2/202

Peak Hour Vo	olumes - Monda	ys											
		ak Hour					Peak Hour					ak Hour	
7-8am	730-830am	8-9am	1		1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333	4	0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
14	27	22	27	20	20	27	18	16	27	4	0	0	4
11	17	16 20	17	18	13 32	12	19	21 27	21	6 7	0 0	0 0	6 7
16	18	20	20	28		24	23	27	32			0	
15	24		24	14	18	24	26		26	8	0		8
16	20	16	20	19	20	26	25	18	26	2	0	0	2
19	16	15	19	24	25	22	21	26 0	26	6	0	0 0	6
8	2	8	8	9	3 21	2	0		9	0	0		0
19 15	20 18	22 19	22 19	22 20	23	18 24	18 16	18 14	22 24	3 7	0 0	0 0	3 7
24	31	30	31	18	23 17	25	26	23	26	7	0	0	7
19	26	30	30	28	24	20	22	24	28	5	0	0	5
22	20	18	22	21	18	27	23	16	27	1	0	0	1
21	29	31	31	27	22	22	21	21	27	4	0	0	4
27	18	9	27	20	15	19	24	17	24	6	0	0	6
24	17	9	24	24	18	21	22	17	24	4	0	0	4
29	28	18	29	24	22	24	26	18	26	6	0	0	6
29	28	19	29	20	24	22	19	17	24	1	0	0	1
29	26	20	29	25	20	20	24	23	25	7	0	0	7
21	23	20	23	23	18	19	21	23	23	6	0	0	6
5	7	9	9	12	3	0	0	0	12	0	0	0	0
23	22	18	23	22	26	20	17	20	26	3	0	0	3
23	20	15	23	19	20	18	16	21	21	5	0	0	5
27	27	19	27	25	22	19	22	24	25	7	0	0	7
21	26	23	26	25	28	28	25	24	28	6	0	0	6
24	24	17	24	24	29	27	20	20	29	4	0	0	4
18	20	19	20	25	27	23	16	19	27	4	0	0	4
23	22	21	23	21	24	32	28	20	32	2	0	0	2
23	24	18	24	18	21	20	28	29	29	1	0	0	1
27	24	13	27	22	28	31	36	27	36	12	0	0	12
18	17	12	18	19	22	30	30	21	30	6	0	0	6
9	5	5	9	6	5	5	1	0	6	0	0	0	0
21	21	20	21	25	26	27	21	20	27	8	0	0	8
20	19	17	20	20	17	22	30	31	31	6	0	0	6
22	21	16	22	28	25	26	22	18	28	7	0	0	7
20	21	18	21	30	27	25	22	24	30	7	0	0	7
11	9	5	11	8	5	2	0	0	8	0	0	0	0
30	19	14	30	21	19	30	29	22	30	7	0	0	7
24	24	24	24	30	28	31	24	18	31	4	0	0	4
23	22	15	23	27	28	29	30	34	34	9	1	0	9
22	25	35	35	25	24	27	30	28	30	10	0	0	10
6	4	4	6	8	5	3	1	0	8	0	0	0	0
23	23	17	23	27	21	13	13	14	27	5	0	0	5
17	20	16	20	30	29	26	17	16	30	1	0	0	1
25	20	16	25	29	22	29	26	18	29	2	0	0	2
23	22	17	23	34	22	27	29	24	34	14	0	0	14
17	20	16	20	30	29	27	24	22	30	12	0	0	12
23	14	13	23	28	25	29	27	19	29	4	0	0	4
28	30	21	30	22	19	19	24	27	27	5	0	0	5
28	25	19	28	30	22	20	22	24	30	4	0	0	4
23	23	22	23	34	27	31	28	20	34	9	0	0	9
17	11	15	17	22	20	29	27	21	29	6	0	0	6
20	14	13	20	15	11	15	18	14	18	3	0	0	3
		AVG	22	1				AVG	26	-		AVG	5
		MAX	35	1				MAX	36	1		MAX	14

Summary

Maximum AM Peak Hour Weigh Scale Trips: 62
Maximum Midday Peak Hour Weigh Scale Trips: 43
Maximum PM Peak Hour Weigh Scale Trips: 21

Inbound Weigh Scale Hourly Volume Summary - 2021

iliboulla v	weign Sca	e nourly v	olullie Sul	11111ai y - 20	721	
Day of the	AM Pe	ak Hour	Midday I	Peak Hour	PM Pe	ak Hour
Week	Average	Maximum	Average	Maximum	Average	Maximum
Monday	22	35	26	36	5	14
Tuesday	26	62	30	41	6	21
Wednesday	26	45	28	43	6	15
Thursday	26	48	29	39	6	17
Friday	25	53	26	39	5	18
Saturday	11	30	0	8	0	0
Weekdays	23	62	23	43	5	21

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

7-8am 0.292 0.333 19 15 18 21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	730-830am 0.313 0.354 16 18 21 26 18 26 11 22 21 24 35	8-9am 0.333 0.375 12 15 17 17 22 20	MAX 19 18 21 26 21	0.458 0.500 29 24 24	1130-1230pm 0.479 0.521 28 28 28 23	12-1pm 0.500 0.542 30 19	1230-130pm 0.521 0.563	1-2pm 0.542 0.583	MAX 30	4-5pm 0.640 0.708	PM Pea 430-530pm 0.688 0.700	5-6pm 0.708 0.750	MAX 5
0.292 0.333 19 15 18 21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	0.313 0.354 16 18 21 26 18 26 11 22 21 24 35	0.333 0.375 12 15 17 17 17 22	19 18 21 26	0.458 0.500 29 24 24	0.479 0.521 28 28	0.500 0.542 30	0.521 0.563	0.542 0.583		0.640 0.708	0.688 0.700	0.708 0.750	
0.333 19 15 18 21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31 26	0.354 16 18 21 26 18 26 11 22 21 24 35	0.375 12 15 17 17 17 22	19 18 21 26	0.500 29 24 24	0.521 28 28	0.542 30	0.563	0.583		0.708	0.700	0.750	
19 15 18 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31 26	16 18 21 26 18 26 11 22 21 24	12 15 17 17 17 22	19 18 21 26	29 24 24	28 28	30							
15 18 21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31 26	18 21 26 18 26 11 22 21 24	15 17 17 17 22	18 21 26	24 24	28								
18 21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31 26	21 26 18 26 11 22 21 24 35	17 17 17 22	21 26	24			16	16	28	5	0	0	5
21 21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	26 18 26 11 22 21 24 35	17 17 22	26			25	22	22	25	5	0	0	5
21 26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	18 26 11 22 21 24 35	17 22											
26 11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31 26	26 11 22 21 24 35	22	21	13	20	28	26	25	28	1	0	0	1
11 24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	11 22 21 24 35			17	20	25	24	22	25	7	0	0	7
24 26 21 27 19 22 26 24 27 30 28 34 30 31 31	22 21 24 35	20	26	20	18	16	20	27	27	10	0	0	10
26 21 27 19 22 26 24 27 30 28 34 30 31	21 24 35		20	24	26	20	20	23	26	6	0	0	6
21 27 19 22 26 24 27 30 28 34 30 31	24 35	18	24	21	27	27	25	21	27	3	0	0	3
27 19 22 26 24 27 30 28 34 30 31 31	35	13	26	27	29	21	20	24	29	4	0	0	4
19 22 26 24 27 30 28 34 30 31 31		24	24	21	21	22	23	18	23	4	0	0	4
22 26 24 27 30 28 34 30 31 31 26	25	26	35	27	22	23	25	21	27	3	0	0	3
26 24 27 30 28 34 30 31 31 26	25	23	25	40	32	28	16	16	40	4	0	0	4
24 27 30 28 34 30 31 31	27	22	27	28	26	20	22	24	28	1	0	0	1
27 30 28 34 30 31 31	22	14	26	26	29	28	25	22	29	3	0	0	3
30 28 34 30 31 31 26	17	7	24	15	12	13	21	19	21	2	0	0	2
28 34 30 31 31 26	24	18	27	27	23	13	16	14	27	2	0	0	2
34 30 31 31 26	27	18	30	32	29	24	19	17	32	2	0	0	2
30 31 31 26	24	21	28	24	25	23	20	22	25	8	0	0	8
31 31 26	34	23	34	30	25	21	14	18	30	4	0	0	4
31 26	33	17	33	31	32	18	23	27	32	8	0	0	8
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	27	20	27	28	30	32	38	32	38	4	0	0	4
22	26	29	29	29	27	35	33	25	35	6	0	0	6
25	23	22	25	28	32	21	14	23	32	1	0	0	1
24	22	17	24	25	20	26	25	25	26	4	0	0	4
22	27	22	27	22	30	36	34	29	36	8	0	0	8
17	25	19	25	41	34	30	26	26	41	4	0	0	4
19	21	15	21	31	33	30	27	32	33	11	0	0	11
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23	22	16	23	18	26	25	18	25	26	11	0	0	11
29	19	16	29	19	24	32	25	27	32	8	0	0	8
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27	29	21	29	19	26	28	24	22	28	9	0	0	9
20	_	20	23	25	29	27	19	21	29	9	0	0	9
21	23					_	_						
	23 23	14	23	18	23	32	31	20	32	5	0	0	5
						32	31	20 AVG MAX	32 30 41	5	0	0 AVG MAX	5 6 21

Peak Hour Volumes - Wednesdays

	AM Pe	ak Hour				Midday	Peak Hour				PM Pe	ak Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	20	20	20	19	20	25	27	22	27	6	0	0	6
15	29	29	29	18	19	21	18	19	21	5	0	0	5
17	20	16	20	22	23	24	32	34	34	1	0	0	1
18	25	26	26	20	20	21	18	20	21	4	0	0	4
23	20	12	23	21	21	19	20	20	21	8	0	0	8
22 26	16 26	12 19	22 26	18 17	16 20	17 20	18 24	20 22	20 24	9 7	0 0	0 0	9 7
26	21	18	26	22	23	25	25	21	25	5	0	0	5
21	25	24	25	19	19	17	20	22	22	4	0	0	4
16	25	23	25	16	20	24	25	20	25	6	0	0	6
23	19	16	23	27	29	30	18	17	30	4	0	0	4
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25	16	9	25	20	18	21	17	12	21	3	0	0	3
26	28	22	28	20	27	25	16	14	27	1	0	0	1
29	37	24	37	31	27	18	21	22	31	0	0	0	0
28	23	19	28	16	21	31	31	23	31	3	0	1	3
25	21	21	25	12	22	32	25	16	32	4	0	0	4
22	21	23	23	33	34	30	27	29	34	6	0	0	6
27	31	22	31	33	31	27	22	21	33	6	0	0	6
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29	24	19	29	20	25	28	24	22	28	6	0	0	6
23	12	10	23	5	7	8	2	0	8	0	0	0	0
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24	23	14	24	25	27	22	28	31	31	6	0	0	6
23	26	16	26	17	23	27	30	29	30	5	0	0	5
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24	28 21	14	28	23	29	29	20	22	29	7	0	0	7
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22	25	21	25	21	29	22	15	19	29	5	0	0	5
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23	21	13	23	17	24	24	21	21	24	8	0	0	8
		AVG	26					AVG	28			AVG	6
		MAX	45	1				MAX	43	1		MAX	15
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Peak Hour Volumes - Thursdays

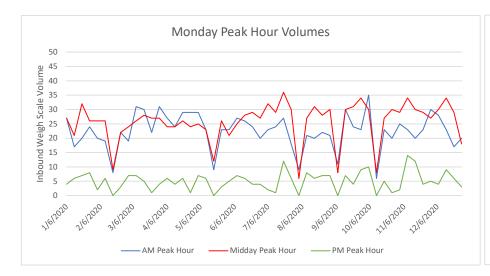
Peak Hour Vol	lumes - Thursda										224.2		
		ak Hour	I				Peak Hour		ı			k Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
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16	24	25	25	21	17	17	19	12	21	4	0	0	4
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17	20	29	29	23	18	19	16	18	23	5	0	0	5
18	22	19	22	16	24	25	20	22	25	6	0	0	6
17	24	21	24	19	21	17	24	27	27	7	0	0	7
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25	25	25	25	22	27	24	21	17	27	4	0	0	4
24	33	27	33	29	20	13	18	25	29	3	0	0	3
27	25	18	27	17	21	23	18	18	23	4	0	0	4
27	25	18	27 25	20	21	23 17	18 14	18 16	23	0	0	0	0
			l							1			I I
27	23	19	27	20	23	22	20	17	23	3	0	0	3
27	31	25	31	21	19	21	22	26	26	1	0	0	1
32	28	16	32	27	26	17	18	20	27	1	0	0	1
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29	23	21	29	22	20	33	29	25	33	4	0	0	4
27	28	14	28	25	30	30	26	24	30	0	0	0	0
20	22	20	22	22	30	25	18	19	30	10	0	0	10
25	20	21	25	30	37	32	29	21	37	8	0	0	8
31	26	23	31	24	26	29	25	26	29	5	0	0	5
23	21	21	23	22	20	23	30	30	30	4	0	0	4
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25	21	20	25	25	23	21	13	10	25	0	0	0	0
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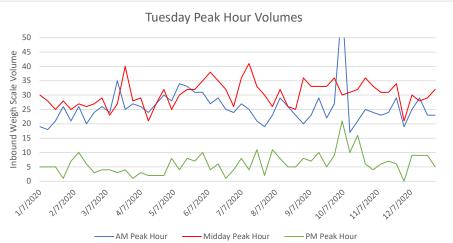
Peak Hour Volumes - Fridays

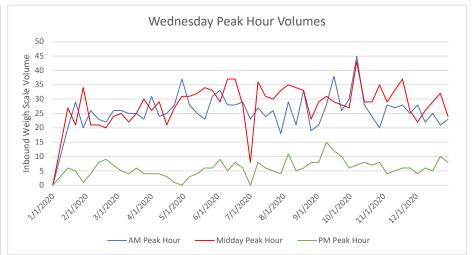
No. Part P	reak Hour vo	olumes - Fridays	ak Hour				Midday	Dook Hour				PM Peak	Uour	
	7 9am			l	11am 12nm	1120 1220nm			1 2nm	l	4 Enm			
		_								1				-
The color of the				NAAV						NAAV				NAAV
13														
22														
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14 15 23 23 16 14 11 18 23 23 4 0 0 4 18 25 28 28 28 23 24 19 18 18 14 0 0 1 21 28 24 28 18 19 24 24 24 24 1 0 0 1 23 35 33 35 24 29 29 27 72 27 9 2 0 0 1 0 0 0 1 23 35 33 35 24 29 29 27 72 27 9 2 0										1				
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21														
33 21 19 33 18 21 15 21 20 21 1 0 0 1 23 35 33 35 24 29 27 22 29 2 0														1 1
23	21	28	24	28	18	19	24	24	24	24	1	0		1
7	33	21	19	33	18	21	15	21	20	21	1	0	0	1
24	23	35	33	35	24	29	29	27	22	29	2	0	0	2
24	7	4	3	7	14	10	2	0	0	14	0	0	0	0
222	24	27	19	27	17	17	23	21	17	23	0	0	0	0
177	24	23	18	24	23	28	20	18	18	28	0	0	0	0
177										1	1			1
300														
24														1
300 33 21 33 22 28 18 28 28 33 39 39 39 10 0 0 0 10 26 32 28 28 33 39 39 39 10 0 0 0 0 10 26 32 22 32 27 25 35 35 35 35 26 35 4 0 0 0 4 4 23 24 27 25 27 16 20 26 25 23 32 33 33 4 0 0 0 4 4 19 20 19 20 23 22 20 23 23 23 23 23 13 0 0 0 13 25 25 24 27 28 28 28 33 31 1 2 0 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2										1				
23										1	_			
26 32 22 32 32 27 25 35 35 35 26 35 4 0 0 0 4 4 23 23 20 25 25 25 23 29 27 23 23 29 8 0 0 0 4 4 19 20 25 27 16 20 26 25 33 33 34 4 0 0 0 4 4 19 20 19 20 23 22 20 23 23 23 23 23 13 0 0 0 13 25 24 27 26 25 24 27 28 28 28 38 31 31 2 2 0 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2														
23														1
244 27 25 27 16 20 26 25 33 33 44 0 0 0 4 19 20 23 22 20 23 23 23 23 23 13 0 0 0 13 25 24 20 25 24 27 28 28 31 31 31 2 0 0 0 2 2 22 20 15 22 20 21 29 27 20 29 3 0 0 0 3 3 18 20 20 20 24 27 17 15 16 27 6 0 0 0 6 6 15 21 26 21 23 27 24 23 27 10 0 0 0 10 3 18 25 24 18 25 20 25 28 24 31 28 27 10 0 0 0 0 0 0 0 6 10 25 24 18 25 20 25 28 24 31 28 27 10 0 0 0 0 0 0 6 18 17 21 21 26 20 23 33 31 33 5 0 0 0 6 6 18 17 21 21 26 20 23 33 31 33 5 0 0 0 6 6 18 17 21 21 26 20 23 33 31 33 5 0 0 0 6 8 31 33 32 23 33 31 33 28 27 21 24 22 24 27 27 27 24 29 29 12 0 0 0 12 25 33 33 31 33 32 28 27 21 24 29 29 12 0 0 0 12 25 33 33 31 33 32 28 27 21 24 29 29 12 0 0 0 12 25 33 34 37 53 22 27 21 24 29 29 12 0 0 0 12 25 33 34 37 53 22 27 27 27 21 29 29 18 0 0 0 12 25 33 34 37 53 22 27 27 27 21 29 29 18 0 0 0 12 25 33 34 37 53 22 27 27 27 21 29 29 18 0 0 0 18 24 24 24 18 18 18 24 20 22 22 22 21 22 25 25 24 29 9 0 0 0 0 9 2 26 26 24 29 9 0 0 0 0 9 2 26 26 26 26 26 27 30 30 26 29 29 29 26 26 24 29 4 0 0 0 12 25 33 34 37 53 22 27 27 27 21 29 29 18 0 0 0 18 24 18 18 18 24 20 22 27 27 27 21 29 29 18 0 0 0 18 24 18 18 18 24 20 22 27 27 27 21 29 29 18 0 0 0 18 24 18 18 18 24 20 22 22 22 21 22 25 5 5 0 0 0 5 5 28 19 21 20 0 0 11 22 25 5 24 27 8 0 0 0 6 8 24 29 29 27 29 26 26 24 29 29 18 0 0 0 6 8 24 18 18 18 24 20 20 22 22 25 24 27 8 0 0 0 6 8 24 29 29 29 20 20 20 20 20 20 20 20 20 20 20 20 20														1 1
199										1				1 1
25										1				
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28 26 25 28 24 31 28 27 30 31 6 0 0 6 18 17 21 21 26 20 23 33 31 33 5 0 0 5 33 32 23 33 21 21 23 24 21 24 8 0 0 0 8 31 33 31 33 28 27 21 24 29 29 12 0 0 12 26 27 30 30 26 29 29 26 24 29 4 0 0 4 30 23 23 30 26 31 25 17 15 31 12 0 0 12 53 34 37 53 22 27 27 21 29 29 18 0 0 18 24 18 18 18 24 27 20 <														
18 17 21 21 26 20 23 33 31 33 5 0 0 5 33 32 23 33 21 21 23 24 21 24 8 0 0 0 8 31 33 31 33 28 27 21 24 29 29 26 24 29 29 4 0 0 12 26 27 30 30 26 29 29 26 24 29 4 0 0 4 30 23 23 30 26 31 25 17 15 31 12 0 0 12 53 34 37 53 22 27 27 21 29 29 18 0 0 18 24 24 12 24 27 20 22 25 24 27 8 0 0 8 24 18 18 24 20 22 22 21 26 26 11 0 0 0 11 21 16 18										1				1 1
33 32 23 33 21 21 21 23 24 21 24 8 0 0 0 8 31 33 31 33 28 27 21 24 29 29 12 0 0 0 12 26 27 30 30 26 29 29 26 24 29 4 0 0 0 12 30 23 23 30 26 31 25 17 15 31 12 0 0 0 12 53 34 37 53 22 27 27 21 29 29 18 0 0 0 18 24 24 12 24 27 20 22 25 24 27 8 0 0 0 18 24 18 18 24 20 22 22 21 26 26 26 11 0 0 0 11 21 16 18 21 25 25 25 22 21 22 25 5 0 0 0 5 2 28 19 21 28 19 22 24 23 22 24 27 3 0 0 0 9 2 26 20 16 26 23 24 27 25 23 27 3 0 0 0 9 2 26 20 16 26 23 24 27 25 23 27 3 0 0 0 9 3 23 29 27 29 22 25 21 24 22 25 6 0 0 0 6 6 26 26 24 19 26 32 29 24 23 19 32 11 0 0 0 11 29 22 17 29 23 22 20 22 27 27 27 2 0 0 0 11 29 22 17 29 23 22 20 22 27 27 27 2 0 0 0 11 29 22 17 29 23 22 20 22 27 27 27 2 0 0 0 11 29 22 17 29 23 22 20 22 27 27 27 2 0 0 0 11 29 22 19 23 26 25 17 17 20 26 11 0 0 0 11 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														
31 33 31 33 28 27 21 24 29 29 12 0 0 12 26 27 30 30 26 29 29 26 24 29 4 0 0 0 4 30 23 23 30 26 31 25 17 15 31 12 0 0 12 53 34 37 53 22 27 27 21 29 29 18 0 0 12 24 24 12 24 27 20 22 25 24 27 8 0 0 18 24 18 18 24 20 22 22 21 26 26 11 0 0 11 21 16 18 21 25 25 22 21 22 24 9 0 0 0 5 28 19 21 28 19 22	18							33		1		0		
26 27 30 30 26 29 29 26 24 29 4 0 0 4 30 23 23 30 26 31 25 17 15 31 12 0 0 12 53 34 37 53 22 27 27 27 21 29 29 18 0 0 18 24 24 12 24 27 20 22 25 24 27 8 0 0 8 24 18 18 24 20 22 22 21 26 26 11 0 0 8 21 16 18 21 25 25 25 22 21 22 25 5 0 0 5 28 19 21 28 19 22 24 23 22 24 9 0 0 0 9 26 20 16 26 23 <t< td=""><td>33</td><td>32</td><td>23</td><td>33</td><td>21</td><td>21</td><td>23</td><td>24</td><td>21</td><td>24</td><td>8</td><td>0</td><td></td><td>8</td></t<>	33	32	23	33	21	21	23	24	21	24	8	0		8
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53 34 37 53 22 27 27 21 29 29 18 0 0 18 24 24 12 24 27 20 22 25 24 27 8 0 0 8 24 18 18 24 20 22 22 21 26 26 11 0 0 11 21 16 18 21 25 25 22 21 22 25 5 0 0 5 28 19 21 28 19 22 24 23 22 24 9 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 3 23 29 27 29 22 25 21 24 22 25 6 0 0 0 11 29 22 17 29 23 22 20 22 2	26	27	30	30	26	29	29	26	24	29	4	0	0	4
24 24 12 24 27 20 22 25 24 27 8 0 0 8 24 18 18 24 20 22 22 21 26 26 11 0 0 11 21 16 18 21 25 25 22 21 22 25 5 0 0 5 28 19 21 28 19 22 24 23 22 24 9 0 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 3 26 24 19 26 32 29 24 23 19 32 11 0 0 11 29 22 17 29 23 22 20 <td< td=""><td>30</td><td>23</td><td>23</td><td>30</td><td>26</td><td>31</td><td>25</td><td>17</td><td>15</td><td>31</td><td>12</td><td>0</td><td>0</td><td>12</td></td<>	30	23	23	30	26	31	25	17	15	31	12	0	0	12
24 18 18 24 20 22 22 21 26 26 11 0 0 11 21 16 18 21 25 25 22 21 22 25 5 0 0 5 28 19 21 28 19 22 24 23 22 24 9 0 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 0 3 23 29 27 29 22 25 21 24 22 25 6 0 0 0 3 26 24 19 26 32 29 24 23 19 32 11 0 0 11 29 22 17 29 23 22 20 22 27 27 2 0 0 2 23 22 19 23 26 25 17 17 20 26 11 0 0 11 22 29 23 25 30 28 28	53	34	37	53	22	27	27	21	29	29	18	0	0	18
21 16 18 21 25 25 22 21 22 25 5 0 0 5 28 19 21 28 19 22 24 23 22 24 9 0 0 0 9 26 20 16 26 23 24 27 25 23 27 3 0 0 0 3 23 29 27 29 22 25 21 24 22 25 6 0 0 0 6 26 24 19 26 32 29 24 23 19 32 11 0 0 11 29 22 17 29 23 22 20 22 27 27 2 0 0 2 23 22 19 23 26 25 17 17 20 26 11 0 0 11 22 29 23 29 23 25 30 28 28 30 4 0 0 4 17 16 13 17 24 20 20 </td <td>24</td> <td>24</td> <td>12</td> <td>24</td> <td>27</td> <td>20</td> <td>22</td> <td>25</td> <td>24</td> <td>27</td> <td>8</td> <td>0</td> <td>0</td> <td>8</td>	24	24	12	24	27	20	22	25	24	27	8	0	0	8
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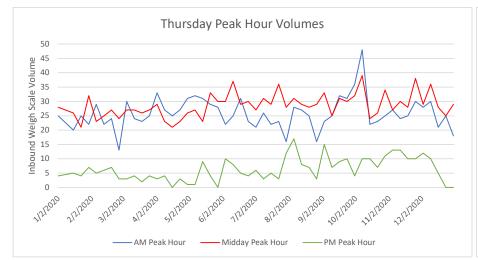
Peak Hour Volumes - Saturdays

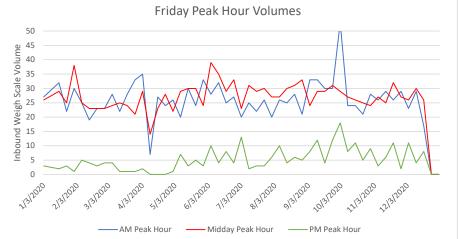
Table Tabl	Peak Hour Vo	olumes - Saturda	•								2112			
	7.0			ı	11 12	1120 1220	•		1 2		4.5			
Section Sect				+										
S		_		МАХ						МАХ				MAX
2														
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3									-		7			
9 122 77 122 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				1							-			
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8 6 2 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				1										
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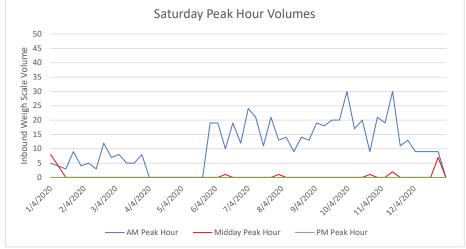






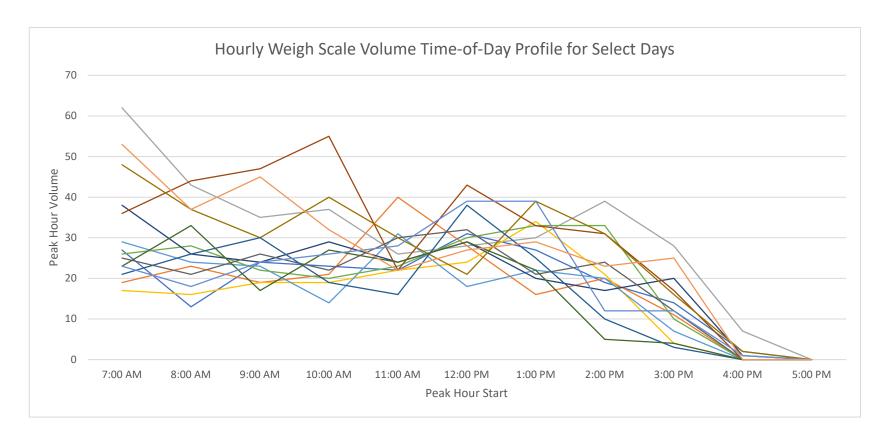






Full Day Hourly Demand Profile

								Hourly Inbound	Scale Volumes	5					
		Monday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Friday	Friday	Friday	Friday
Hour Start	Hour End	7/20/2020	3/24/2020	10/6/2020	1/29/2020	4/29/2020	6/10/2020	9/16/2020	10/7/2020	6/11/2020	10/8/2020	1/31/2020	4/3/2020	6/5/2020	10/2/2020
7:00 AM	8:00 AM	27	19	62	17	29	26	38	36	25	48	21	23	23	53
8:00 AM	9:00 AM	13	23	43	16	24	28	26	44	21	37	26	33	18	37
9:00 AM	10:00 AM	24	19	35	19	23	22	24	47	26	30	30	17	24	45
10:00 AM	11:00 AM	23	21	37	19	14	20	29	55	22	40	19	27	26	32
11:00 AM	12:00 PM	22	40	26	22	31	23	24	22	30	30	16	24	28	22
12:00 PM	1:00 PM	31	28	28	24	18	30	29	43	32	21	38	29	39	27
1:00 PM	2:00 PM	27	16	30	34	22	33	20	33	21	39	25	22	39	29
2:00 PM	3:00 PM	19	20	39	21	20	33	17	31	24	31	10	5	12	23
3:00 PM	4:00 PM	14	11	28	4	7	10	20	17	12	16	3	4	12	25
4:00 PM	5:00 PM	2	0	7	0	0	0	1	0	0	2	0	0	1	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/4/2021	1/5/2021	1/6/2021	1/7/2021	1/1/2021	1/2/202
1/11/2021	1/12/2021	1/13/2021	1/14/2021	1/8/2021	1/9/202
1/18/2021	1/19/2021	1/20/2021	1/21/2021	1/15/2021	1/16/202
1/25/2021	1/26/2021	1/27/2021	1/28/2021	1/22/2021	1/23/202
2/1/2021	2/2/2021	2/3/2021	2/4/2021	1/29/2021	1/30/202
2/8/2021	2/9/2021	2/10/2021	2/11/2021	2/5/2021	2/6/202
2/15/2021	2/16/2021	2/17/2021	2/18/2021	2/12/2021	2/13/202
2/22/2021	2/23/2021	2/24/2021	2/25/2021	2/19/2021	2/20/202
3/1/2021	3/2/2021	3/3/2021	3/4/2021	2/26/2021	2/27/202
3/8/2021	3/9/2021	3/10/2021	3/11/2021	3/5/2021	3/6/202
3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/12/2021	3/13/202
3/22/2021	3/23/2021	3/24/2021	3/25/2021	3/19/2021	3/20/202
3/29/2021	3/30/2021	3/31/2021	4/1/2021	3/26/2021	3/27/202
4/5/2021	4/6/2021	4/7/2021	4/8/2021	4/2/2021	4/3/202
4/12/2021	4/13/2021	4/14/2021	4/15/2021	4/9/2021	4/10/202
4/19/2021	4/20/2021	4/21/2021	4/22/2021	4/16/2021	4/17/202
4/26/2021	4/27/2021	4/28/2021	4/29/2021	4/23/2021	4/24/202
5/3/2021	5/4/2021	5/5/2021	5/6/2021	4/30/2021	5/1/202
5/10/2021	5/11/2021	5/12/2021	5/13/2021	5/7/2021	5/8/202
5/17/2021	5/18/2021	5/19/2021	5/20/2021	5/14/2021	5/15/202
5/24/2021	5/25/2021	5/26/2021	5/20/2021	5/21/2021	5/22/20
5/31/2021	6/1/2021	6/2/2021	6/3/2021	5/21/2021	5/29/202
6/7/2021	6/8/2021	6/9/2021	6/10/2021	6/4/2021	6/5/20
6/14/2021	6/15/2021	6/16/2021	6/17/2021	6/11/2021	6/12/20
6/21/2021	6/22/2021	6/23/2021	6/24/2021	6/18/2021	6/19/20
6/28/2021	6/29/2021	6/30/2021	7/1/2021	6/25/2021	6/26/202
7/5/2021	7/6/2021	7/7/2021	7/8/2021	7/2/2021	7/3/20
7/12/2021	7/13/2021	7/14/2021	7/15/2021	7/9/2021	7/10/20
7/19/2021	7/20/2021	7/21/2021	7/22/2021	7/16/2021	7/17/20
7/26/2021	7/27/2021	7/28/2021	7/29/2021	7/23/2021	7/24/20
8/2/2021	8/3/2021	8/4/2021	8/5/2021	7/30/2021	7/31/20
8/9/2021	8/10/2021	8/11/2021	8/12/2021	8/6/2021	8/7/20
8/16/2021	8/17/2021	8/18/2021	8/19/2021	8/13/2021	8/14/20
8/23/2021	8/24/2021	8/25/2021	8/26/2021	8/20/2021	8/21/20
8/30/2021	8/31/2021	9/1/2021	9/2/2021	8/27/2021	8/28/20
9/6/2021	9/7/2021	9/8/2021	9/9/2021	9/3/2021	9/4/20
9/13/2021	9/14/2021	9/15/2021	9/16/2021	9/10/2021	9/11/20
9/20/2021	9/21/2021	9/22/2021	9/23/2021	9/17/2021	9/18/20
9/27/2021	9/28/2021	9/29/2021	9/30/2021	9/24/2021	9/25/20
10/4/2021	10/5/2021	10/6/2021	10/7/2021	10/1/2021	10/2/202
10/11/2021	10/12/2021	10/13/2021	10/14/2021	10/8/2021	10/9/20
10/18/2021	10/19/2021	10/20/2021	10/21/2021	10/15/2021	10/16/20
10/25/2021	10/26/2021	10/27/2021	10/28/2021	10/22/2021	10/23/20
11/1/2021	11/2/2021	11/3/2021	11/4/2021	10/29/2021	10/30/202
11/8/2021	11/9/2021	11/10/2021	11/11/2021	11/5/2021	11/6/202
11/15/2021	11/16/2021	11/17/2021	11/18/2021	11/12/2021	11/13/20
11/22/2021	11/23/2021	11/24/2021	11/25/2021	11/19/2021	11/20/20
11/29/2021	11/30/2021	12/1/2021	12/2/2021	11/26/2021	11/27/202
12/6/2021	12/7/2021	12/8/2021	12/9/2021	12/3/2021	12/4/202
12/13/2021	12/14/2021	12/15/2021	12/16/2021	12/10/2021	12/11/202
12/20/2021	12/21/2021	12/22/2021	12/23/2021	12/17/2021	12/18/202
12/27/2021	12/28/2021	12/29/2021	12/30/2021	12/24/2021	12/25/202

Peak Hour Vo	olumes - Monda	•											
		ak Hour					Peak Hour					ak Hour	
7-8am	730-830am	8-9am			1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
23 12	21 19	20 19	23 19	21 30	14 22	18 24	21 22	20 15	21 30	6 5	0 0	0 0	6 5
23	22	16	23	22	24	18	17	18	24	3	0	0	3
16	18	16	18	26	19	23	24	24	26	7	0	0	7
16	17	19	19	30	31	20	18	20	31	4	0	0	4
22	19	13	22	21	27	24	20	26	27	9	0	0	9
9	8	5	9	4	6	5	1	0	6	0	0	0	0
12	9	10	12	22	23	20	18	20	23	8	0	0	8
17	18	14	18	28	27	32	36	28	36	6	0	0	6
20	16	18	20	32	30	31	32	26	32	7	0	0	7
14	16	14	16	25	28	26	28	25	28	7	0	0	7
18	22	27	27	23	24	27	27	22	27	9	0	0	9
28	17	11	28	34	25	33	34	31	34	7	0	0	7
17	16	21	21	30	25	25	25	21	30	13	0	0	13
18	17	23	23	25	24	23	20	19	25	12	2	0	12
16	16	16	16	30	26	22	20	18	30	9	0	0	9
11	14	19	19	26	26	23	20	21	26	12	0	0	12
21	19	9	21	29	30	28	22	23	30	5	0	0	5
14	23	23	23	31	31	18	19	26	31	6	0	0	6
18	19	19	19	22	18	21	26	26	26	12	0	0	12
16	15	4	16	6	4	4	0	0	6	0	0	0	0
16	19	18	19	23	28	25	17	28	28	7	0	0	7
15	22	18	22	29	25	18	17	19	29	9	0	0	9
18	21	18	21	22	16	14	25	27	27	9	0	0	9
22	19	14	22	17	19	19	28	28	28	8	0	0	8
21	19	16	21	20	25	21	22	28	28	6	0	0	6
20	17	17	20	14	23	25	27	25	27	5	0	0	5
22	22	17	22	24	28	28	17	15	28	10	0	0	10
23	15	8	23	20	23	20	23	25	25	8	0	0	8
22	18	12	22	24	19	23	23	23	24	11	0	0	11
6	5	7	7	13	8	4	0	0	13	0	0	0	0
21	19	19	21	22	21	26	28	21	28	7	0	0	7
24	21	19	24	20	26	28	23	25	28	4	0	0	4
22	20	17	22	25	22	22	25	29	29	5	0	0	5
16	23	20	23	33	24	20	24	26	33	20	0	0	20
6	3	5	6	9	10	3	0	0	10	0	0	0	0
19	28	25	28	44	36	28	25	27	44	13	0	0	13
22	21	17	22	35	33	29	29	28	35	14	0	0	14
24	21	17	24	38	32	20	24	31	38	18	0	0	18
22	15	11	22	29	27	19	20	22	29	6	0	0	6
8	3	2	8	11	6	3	1	0	11	0	0	0	0
19	21	17	21	36	34	31	26	23	36	22	0	0	22
24	20	19	24	27	23	20	19	26	27	7	0	0	7
23	23	15	23	22	16	23	25	26	26	16	0	0	16
18	18	17	18	21	16	22	26	21	26	4	0	0	4
14 17	19	18 19	19 20	22	22	24	23	21	24 22	9	0 0	0 0	9
17	20 19	19 18	19	22 24	18 23	15 12	13 9	16 14		3	0	0	3
13	13	18	13	18	13	13	9 16	14 22	24 22	7	0	0	7
14	13 17	13 17	17	17	13 17	16	13	12	17	9	0	0	9
13	17	17	17	17	17 17	20	13	10	20	4	0	0	4
4	1	2	4	14	14	6	3	0	14	0	0	0	0
		AVG	19	1 17	17	<u> </u>	<u>,</u> 1	AVG	26			AVG	8
		MAX	28	†			ŀ	MAX	44	1		MAX	22
		ITION		1			l	ITION		1		11177	

Summary

Maximum AM Peak Hour Weigh Scale Trips: 39
Maximum Midday Peak Hour Weigh Scale Trips: 45
Maximum PM Peak Hour Weigh Scale Trips: 30

Inbound Weigh Scale Hourly Volume Summary - 2021

inbound weigh scale nouny volume summary - 2021												
Day of the	AM Pe	ak Hour	Midday I	Peak Hour	PM Pe	ak Hour						
Week	Average	Maximum	Average	Maximum	Average	Maximum						
Monday	19	28	26	44	8	22						
Tuesday	22	33	32	45	9	29						
Wednesday	24	39	29	39	8	18						
Thursday	23	31	30	42	10	30						
Friday	22	32	26	40	7	23						
Saturday	9	16	0	12	0	5						
Weekdays	20	39	24	45	7	30						

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

Name	Peak Hour Vol	lumes - Tuesday					20:11	DAA Daali Maria						
	7.0			I	11 12	1120 1220			1.2	1	4.5			
200														
28														
28														
19														
14		20					26							
14	19	18	11	19	22	16	16	19	17	22	6	0	0	6
6	21	18	17	21	25	27	25	23	19	27	10	0	0	10
20	14	15	14	15	30	22	30	29	23	30	3	0	0	3
20	6	5	9	9	14	17	21	19	19	21	4	0	0	4
17	20		16	21			23			30		0	0	
166													0	
28														
23														l l
322 25 18 32 32 37 31 24 27 37 7 0 0 7 24 20 21 24 25 33 31 24 21 38 11 0 0 11 23 20 21 23 31 34 34 25 17 34 4 1 0 0 11 19 19 21 21 33 36 26 22 30 36 9 0 0 0 9 15 22 21 22 27 26 24 29 28 29 4 0 0 4 17 17 17 17 17 12 24 28 26 23 22 28 7 0 0 0 7 19 27 25 27 22 21 12 12														
24													-	
26														l l
223 20														l l
19														l l
115														
17														
19		22		22	27	26	24		28	29		0	0	l l
117	17	17	17	17	24	28	26	23	22	28	7	0	0	7
244 27 23 23 27 27 28 27 28 29 29 7 0 0 0 7 7 19 21 23 23 18 27 28 21 22 28 12 0 0 0 12 21 18 11 21 22 24 24 25 31 31 11 33 0 0 13 3 25 15 9 25 17 16 16 25 32 32 8 0 0 0 8 8 19 15 15 19 14 19 26 31 36 36 15 0 0 0 15 17 13 16 17 27 21 15 20 22 27 15 0 0 0 15 15 17 13 16 17 27 21 15 20 22 27 15 0 0 0 15 15 16 26 16 12 26 24 16 29 31 27 31 16 0 0 0 16 26 29 14 29 28 26 25 30 27 30 7 0 0 0 7 7 26 18 11 26 26 24 16 29 31 27 31 16 0 0 0 8 8 26 25 18 11 26 26 24 16 29 24 27 26 23 27 12 0 0 0 12 24 21 21 24 24 27 25 20 22 30 30 5 0 0 8 8 26 21 18 24 27 25 20 22 30 30 5 0 0 0 5 5 11 20 11 20 17 15 20 27 29 28 31 31 11 0 0 0 11 20 17 12 24 27 25 20 22 30 30 5 0 0 0 5 5 11 20 17 12 24 27 25 20 22 30 30 5 0 0 0 5 5 11 20 17 12 20 17 1	19	27	25	27	22	21	21	24	33	33	15	0	0	15
244 27 23 23 27 27 28 27 28 29 29 7 0 0 0 7 7 19 21 23 23 18 27 28 21 22 28 12 0 0 0 12 21 18 11 21 22 24 24 25 31 31 13 0 0 0 13 25 15 9 25 17 16 16 25 32 32 32 8 0 0 8 8 19 15 15 19 14 19 26 31 36 36 15 0 0 15 17 13 16 17 27 21 15 20 22 27 15 0 0 0 15 15 17 13 16 17 27 21 15 20 22 27 15 0 0 0 15 16 26 26 24 16 29 31 27 31 16 0 0 0 16 26 26 29 14 29 28 26 25 30 27 30 7 0 0 0 7 7 26 18 11 26 26 24 16 29 27 26 28 33 33 33 8 0 0 0 8 8 26 21 18 24 24 24 27 26 23 27 12 0 0 0 12 24 21 21 24 24 27 25 20 22 30 30 5 0 0 0 5 5 11 20 11 20 17 15 20 27 29 28 31 31 31 11 0 0 0 11 20 17 15 20 27 29 28 31 31 31 11 0 0 0 11 28 19 17 28 36 36 33 38 40 39 40 29 2 0 0 12 24 21 14 20 0 0 11 28 19 17 28 36 30 38 40 39 40 29 2 0 0 12 28 33 39 27 18 33 39 27 31 31 11 0 0 0 11 28 32 32 32 32 32 32 32 32 32 32 32 32 32	17	15	11	17	24	25	29	32	37	37	22	0	0	22
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16 21 23 23 26 30 34 31 33 34 12 0 0 12 33 27 18 33 28 30 42 42 34 42 17 0 0 17 25 18 16 25 26 21 27 35 30 35 12 0 0 12 30 21 17 30 31 30 23 26 36 36 15 0 0 0 15 27 26 17 27 27 31 33 38 40 40 15 0 0 15 25 22 19 25 34 32 27 28 33 34 13 0 0 13 20 17 23 23 33 37 38 33 26 38 14 0 0 14 16 15 19 19 25 25 29	20	17	15	20	27	29	28	31	39	39	11	0	0	11
16 21 23 23 26 30 34 31 33 34 12 0 0 12 33 27 18 33 28 30 42 42 34 42 17 0 0 17 25 18 16 25 26 21 27 35 30 35 12 0 0 12 30 21 17 30 31 30 23 26 36 36 15 0 0 0 15 27 26 17 27 27 31 33 38 40 40 15 0 0 15 25 22 19 25 34 32 27 28 33 34 13 0 0 13 20 17 23 23 33 37 38 33 26 38 14 0 0 14 16 15 19 19 25 25 29	28	19	17	28	36	33	38	40	39	40	29	2	0	29
33 27 18 33 28 30 42 42 34 42 17 0 0 17 25 18 16 25 26 21 27 35 30 35 12 0 0 12 30 21 17 30 31 30 23 26 36 36 15 0 0 0 15 27 26 17 27 27 31 33 38 40 40 15 0 0 0 15 25 22 19 25 34 32 27 28 33 34 13 0 0 15 20 17 23 23 33 37 38 33 26 38 14 0 0 14 16 15 19 19 25 25 29 26 21 29 6 0 0 0 14 16 15 19 19 25 25 29 26 21 29 6 0 0 0 0 17 20 24 24 33	16	21	23	23	26	30		31	33	34	12	0	0	12
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13 19 13 19 21 18 23 19 14 23 1 0 0 1 8 12 11 12 15 20 19 9 14 20 0 0 0 0 0 15 14 7 15 25 18 13 15 9 25 0 0 0 0 AVG 22 AVG 32 AVG 9	13	14	12	14	24	16	15	15	15	24	3	0	0	3
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Peak Hour Volumes - Wednesdays Midday Peak Hour AM Peak Hour PM Peak Hour 730-830am 8-9am 11am-12pm | 1130-1230pm | 12-1pm | 1230-130pm | 430-530pm 5-6pm 1-2pm 0.292 0.313 0.333 0.458 0.479 0.500 0.542 0.640 0.688 0.708 0.333 0.354 0.375 MAX 0.500 0.521 0.542 0.563 0.583 0.708 0.700 0.750 MAX Ω Ω

AVG

MAX

AVG

MAX

AVG

MAX

Peak Hour Volumes - Thursdays

reak Hour Voi	lumes - Thursda	ak Hour		Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
29	22	20	29	25	28	33	21	17	33	6	0	0	6
19	26	18	26	26	24	29	36	29	36	5	0	0	5
21	24	15	24	24	28	34	27	24	34	4	0	0	4
27	26	21	27	24	26	24	19	17	26	9	0	0	9
14	20	15	20	26	28	28	32	28	32	9	0	0	9
15	18	15	18	22	21	19	21	30	30	7	0	0	7
18	16	24	24	27	37	25	21	25	37	8	0	0	8
27	27	18	27	21	24	20	17	16	24	5	0	0	5
6	7	8	8	25	30	28	15	14	30	30	0	0	30
25	18	20	25	31	25	26	27	17	31	9	0	0	9
23	23	19	23	23	34	31	26	33	34	1	0	0	1
25	18	21	25	19	22	32	33	29	33	13	0	0	13
27	16	12	27	37	41	25	20	20	41	10	0	0	10
24	29	23	29	25	26	26	30	28	30	17	0	0	17
18	17	22	22	23	24	20	19	25	25	10	0	0	10
14	18	18	18	21	22	26	27	18	27	14	1	0	14
11	17	26	26	39	40	28	27	30	40	14	0	0	14
17	20	19	20	24	25	29	32	35	35	8	0	0	8
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18	19	23	23	16	20	26	26	32	32	17	0	0	17
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19	18	14	19	13	13	20	27	31	31	3	0	0	3
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17	19	27	27	18	18	22	29	32	32	8	0	0	8
17	19	19	19	22	15	3	0	0	22	0	0	0	0
30	20	20	30	20	17	19	21	21	21	6	0	0	6
19	16	16	19	28	18	19	30	34	34	8	0	0	8
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23	29	27	29	21	21	24	28	30	30	11	0	0	11
25	31	30	31	25	27	21	21	26	27	11	0	0	11
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		18		25	26 23	30 25	23				0	0	6
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15	18	17	18	22	23	19	13	15 17	23	4		0	4
10	14	13	14	13	19	27	20	17	27	1	0	0	1
9	13	9	13	18	13	15 15	15 17	11	18	5 2	0	0	5
5	7	13 AVG	13 23	20	12	15	17	16 AVG	20 30		0	0 AVG	2 10
		MAX	31	1			-	MAX	42			MAX	30
		IVIAA	J 31	ı			L	IVIAA	44	I		IVIAA	30

Peak Hour Volumes - Fridays AM Peak Hour Midday Peak Hour PM Peak Hour 730-830am 8-9am 11am-12pm 1130-1230pm 12-1pm 1230-130pm 4-5pm 430-530pm 5-6pm 1-2pm 0.292 0.313 0.333 0.458 0.479 0.500 0.521 0.542 0.640 0.688 0.708 0.333 0.354 0.375 MAX 0.500 0.521 0.542 0.563 0.583 MAX 0.708 0.700 0.750 MAX

AVG

MAX

 AVG

MAX

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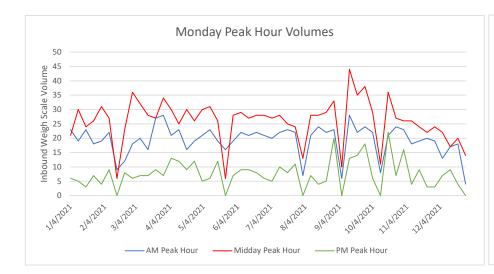
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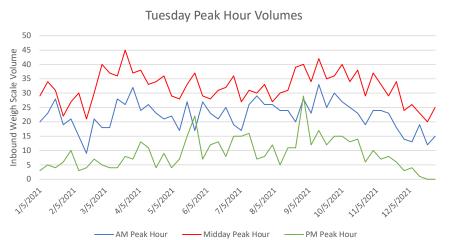
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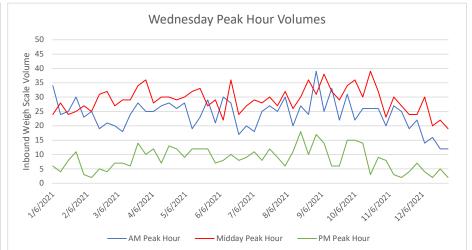
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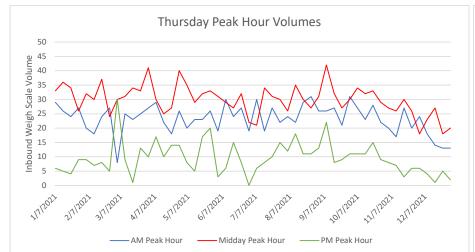
Peak Hour Volumes - Saturdays

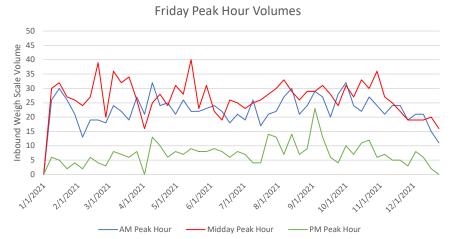
ak iloui voi	r Volumes - Saturdays AM Peak Hour Midday Peak Hour										DM Do	ak Hour	
7-8am	730-830am	8-9am	l	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333	1	0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
			MAX						MAX		0.700	0.750	MAX
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708			
4	5	6	6	10	12	8	3	0	12	0	0	0	0
6	7	8	8	0	0	0	0	0	0	0	0	0	0
0	3	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	2	2	0	0	0	0	0	0	0	0	0	0
9	3	6	9	0	0	0	0	0	0	0	0	0	0
3	4	4	4	o	0	0	0	0	0	0	0	0	0
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7	5	3	7	0	0	0	0	0	0	0	0	0	0
6	7	5	7	0	0	0	0	0	0	0	0	0	0
6	6	9	9	0	0	0	0	0	0	0	0	0	0
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11	11	14	14	0	0	0	0	0	0	0	0	0	0
12	12	7	12	0	0	0	0	0	0	o	0	0	0
11	4	5	11	0	0	0	0	0	0	0	0	0	0
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8	10		10	0	0	0	0	0	0	0	0	0	0
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8	6	4	8	1	0	0	0	0	1	0	0	0	0
13	13	11	13	0	0	0	0	0	0	0	0	0	0
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10	9	9	10	0	0	0	0	0	0	0	0	0	0
8	3	4	8	0	0	0	0	0	0	0	0	0	0
11	5	7	11	0	0	0	0	0	0	0	0	0	0
13	9	9	13	0	0	0	0	0	0	0	0	0	0
10	8	5	10	0	0	0	0	0	0	0	0	0	0
6	5	2	6	0	0	0	0	0	0	0	0	0	0
8	12	14	14	1	0	0	0	0	1	0	0	0	0
6	11	8	11	0	0	0	0	0	0	0	0	0	0
	4	7	7	0	0	0	0	0	0	0	0	0	0
4			1							l			
7	6	6	7	0	0	0	0	0	0	0	0	0	0
5	5	5	5	0	0	0	0	0	0	0	0	0	0
4	3	3	4	0	0	0	0	0	0	0	0	0	0
5	4	1	5	0	0	0	0	0	0	0	0	0	0
1	1	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-			-				AVG	0				0
		AVG	9							l		AVG	U

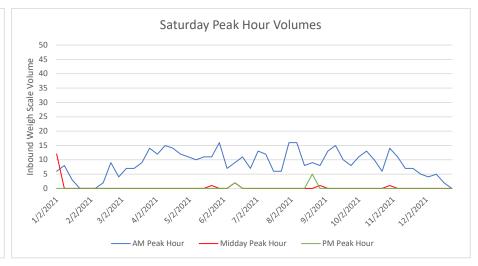






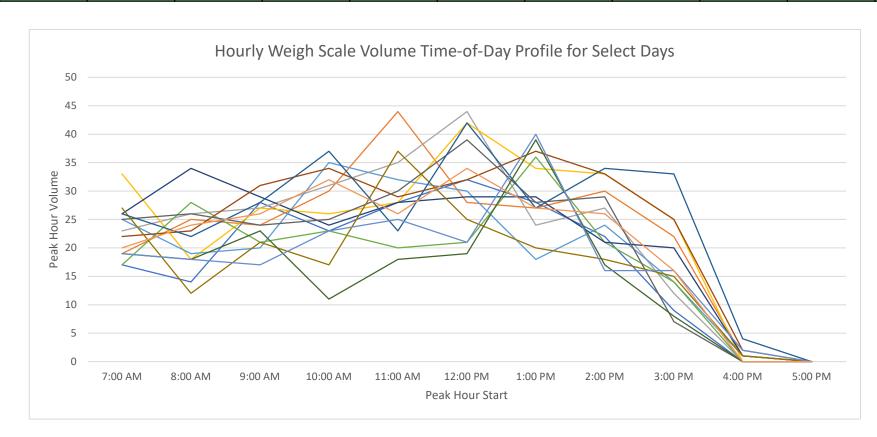






Full Day Hourly Demand Profile

			Hourly Inbound Scale Volumes												
		Monday	Monday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Friday	Friday	Friday
Hour Start	Hour End	3/1/2021	9/13/2021	3/23/2021	9/14/2021	3/31/2021	6/16/2021	9/1/2021	9/8/2021	10/20/2021	4/1/2021	9/9/2021	2/19/2021	5/14/2021	10/29/2021
7:00 AM	8:00 AM	17	19	23	33	25	17	26	22	25	27	26	19	19	20
8:00 AM	9:00 AM	14	25	26	18	19	28	34	23	26	12	22	18	18	24
9:00 AM	10:00 AM	28	24	27	27	20	21	29	31	24	21	28	23	17	26
10:00 AM	11:00 AM	23	30	31	26	35	23	24	34	25	17	37	11	23	32
11:00 AM	12:00 PM	28	44	35	28	32	20	28	29	30	37	23	18	25	26
12:00 PM	1:00 PM	32	28	44	42	30	21	29	32	39	25	42	19	21	34
1:00 PM	2:00 PM	28	27	24	34	18	36	29	37	28	20	27	39	40	27
2:00 PM	3:00 PM	22	30	27	33	24	21	21	33	29	18	34	17	16	26
3:00 PM	4:00 PM	9	22	12	25	14	14	20	25	7	15	33	8	16	16
4:00 PM	5:00 PM	0	1	0	0	1	0	1	2	0	1	4	0	2	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/3/2022	1/4/2022	1/5/2022	1/6/2022	1/7/2022	1/8/2022
1/10/2022	1/11/2022	1/12/2022	1/13/2022	1/14/2022	1/15/2022
1/17/2022	1/18/2022	1/19/2022	1/20/2022	1/21/2022	1/22/2022
1/24/2022	1/25/2022	1/26/2022	1/27/2022	1/28/2022	1/29/2022
1/31/2022	2/1/2022	2/2/2022	2/3/2022	2/4/2022	2/5/2022
2/7/2022	2/8/2022	2/9/2022	2/10/2022	2/11/2022	2/12/2022
2/14/2022	2/15/2022	2/16/2022	2/17/2022	2/18/2022	2/19/2022
2/21/2022	2/22/2022	2/23/2022	2/24/2022	2/25/2022	2/26/2022
2/28/2022	3/1/2022	3/2/2022	3/3/2022	3/4/2022	3/5/2022
3/7/2022	3/8/2022	3/9/2022	3/10/2022	3/11/2022	3/12/2022
3/14/2022	3/15/2022	3/16/2022	3/17/2022	3/18/2022	3/19/2022
3/21/2022	3/22/2022	3/23/2022	3/24/2022	3/25/2022	3/26/2022
3/28/2022	3/29/2022	3/30/2022	3/31/2022	4/1/2022	4/2/2022
4/4/2022	4/5/2022	4/6/2022	4/7/2022	4/8/2022	4/9/2022
4/11/2022	4/12/2022	4/13/2022	4/14/2022	4/15/2022	4/16/2022
4/18/2022	4/19/2022	4/20/2022	4/21/2022	4/22/2022	4/23/2022
4/25/2022	4/26/2022	4/27/2022	4/28/2022	4/29/2022	4/30/2022
5/2/2022	5/3/2022	5/4/2022	5/5/2022	5/6/2022	5/7/202
5/9/2022	5/10/2022	5/11/2022	5/12/2022	5/13/2022	5/14/202
5/16/2022	5/17/2022	5/18/2022	5/19/2022	5/20/2022	5/21/202
5/23/2022	5/24/2022	5/25/2022	5/26/2022	5/20/2022	5/28/202
5/30/2022	5/31/2022	6/1/2022	6/2/2022	6/3/2022	6/4/202
6/6/2022	6/7/2022	6/8/2022	6/9/2022	6/10/2022	6/11/202
6/13/2022	6/14/2022	6/15/2022	6/16/2022	6/17/2022	
6/20/2022	6/21/2022	6/22/2022	6/23/2022	6/24/2022	6/18/2022 6/25/2022
				7/1/2022	
6/27/2022	6/28/2022	6/29/2022	6/30/2022		7/2/202
7/4/2022	7/5/2022	7/6/2022	7/7/2022	7/8/2022	7/9/202
7/11/2022	7/12/2022	7/13/2022	7/14/2022	7/15/2022	7/16/202
7/18/2022	7/19/2022	7/20/2022	7/21/2022	7/22/2022	7/23/202
7/25/2022	7/26/2022	7/27/2022	7/28/2022	7/29/2022	7/30/202
8/1/2022	8/2/2022	8/3/2022	8/4/2022	8/5/2022	8/6/202
8/8/2022	8/9/2022	8/10/2022	8/11/2022	8/12/2022	8/13/202
8/15/2022	8/16/2022	8/17/2022	8/18/2022	8/19/2022	8/20/202
8/22/2022	8/23/2022	8/24/2022	8/25/2022	8/26/2022	8/27/202
8/29/2022	8/30/2022	8/31/2022	9/1/2022	9/2/2022	9/3/202
9/5/2022	9/6/2022	9/7/2022	9/8/2022	9/9/2022	9/10/202
9/12/2022	9/13/2022	9/14/2022	9/15/2022	9/16/2022	9/17/202
9/19/2022	9/20/2022	9/21/2022	9/22/2022	9/23/2022	9/24/202
9/26/2022	9/27/2022	9/28/2022	9/29/2022	9/30/2022	10/1/202
10/3/2022	10/4/2022	10/5/2022	10/6/2022	10/7/2022	10/8/202
10/10/2022	10/11/2022	10/12/2022	10/13/2022	10/14/2022	10/15/202
10/17/2022	10/18/2022	10/19/2022	10/20/2022	10/21/2022	10/22/202
10/24/2022	10/25/2022	10/26/2022	10/27/2022	10/28/2022	10/29/202
10/31/2022	11/1/2022	11/2/2022	11/3/2022	11/4/2022	11/5/202
11/7/2022	11/8/2022	11/9/2022	11/10/2022	11/11/2022	11/12/202
11/14/2022	11/15/2022	11/16/2022	11/17/2022	11/18/2022	11/19/202
11/21/2022	11/22/2022	11/23/2022	11/24/2022	11/25/2022	11/26/202
11/28/2022	11/29/2022	11/30/2022	12/1/2022	12/2/2022	12/3/202
12/5/2022	12/6/2022	12/7/2022	12/8/2022	12/9/2022	12/10/202
12/12/2022	12/13/2022	12/14/2022	12/15/2022	12/16/2022	12/17/202
12/19/2022	12/20/2022	12/21/2022	12/22/2022	12/23/2022	12/24/2022
12/26/2022	12/27/2022	12/28/2022	12/29/2022	12/30/2022	12/31/2022

Peak Hour Vo	olumes - Monda	•		Middey Dealt Hays									
		ak Hour					Peak Hour					ak Hour	
7-8am	730-830am	8-9am	1	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333	1	0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
15	16	11	16	25	16	5	8	5	25	0	0	0	0
15	13	19	19	29	24	15	12	14	29	7	0	0	7
5	5	3	5	6	12	17	11	7	17	2	0	0	2
19	14	15	19	19	21	21	25	25	25	13	0	0	13
16	15	14	16	29	23	19	17	25	29	5	0	0	5
15	19	21	21	22	26	23	21	23	26	8	0	0	8
8	9	18	18	25	24	25	25	27	27	9	0	0	9
6	5	7	7	13	10	4	1	0	13	0	0	0	0
15	16	13	16	25	25	20	14	26	26	5	0	0	5
14	15	19	19	25	20	22	23	17	25	7	0	0	7
20	19	15	20	39	31	24	19	19	39	8	0	0	8
20	20	17	20	24	22	25	20	17	25	8	0	0	8
20	14	7	20	26	20	16	17	18	26	11	0	0	11
21	20	12	21	26	24	24	23	17	26	5	0	0	5
21	22	12	22	27	27	26	20	21	27	5	0	0	5
15	16	15 15	16	25	26 27	18	18	24	26	4	0	0	4
26	24	15	26	28		20	14	23	28	13	0	0	13
22	27	22	27	24	32	29	19	23	32	11	0	0	11
25	26	26	26	30	27	22	21	23	30	14	0	0	14
31	30	21	31	34	27	24	22	15	34	11	0	0	11
8	8	11	11	10	4	4	4 17	1	10	0 9	0	0 0	0 9
22	16	15 16	22	27	19	16		24	27		0	0	
30 25	23 18	16 14	30 25	32 28	28 33	24 30	21 21	14 18	32 33	5 8	0 0	0	5 8
24	18	16	25	26	23	24	19	17	24	8	0	0	8
18	14	16	18	24	25 25	26	23	21	27	13	0	0	13
13	20	21	21	27	25	23	23	18	27	8	0	0	8
24	20 17	11	21	25	22	25 16	22	25	25	12	0	0	12
19	15	14	19	33	25	18	21	24	33	5	0	0	5
18	18	22	22	21	23	27	36	30	36	12	0	0	12
6	7	8	8	11	15	10	4	0	15	0	0	0	0
18	17	16	18	31	31	26	20	24	31	8	0	0	8
19	20	19	20	22	21	21	28	31	31	7	0	0	7
21	17	14	21	28	30	24	19	19	30	10	0	0	10
21	18	19	21	28	33	25	20	26	33	12	0	0	12
4	6	4	6	13	11	4	1	0	13	0	0	0	0
20	22	24	24	30	28	21	26	33	33	10	0	0	10
19	21	24	24	29	22	28	18	18	29	7	0	0	7
16	25	28	28	37	39	39	32	28	39	8	0	0	8
12	12	15	15	34	31	23	21	24	34	13	0	0	13
11	10	10	11	13	14	11	2	1	14	0	0	0	0
12	15	18	18	34	33	28	23	21	34	8	0	0	8
16	15	15	16	32	29	27	18	13	32	11	0	0	11
19	13	12	19	25	24	24	20	13	25	6	0	0	6
17	12	13	17	25	21	18	16	20	25	3	0	0	3
20	19	12	20	20	22	14	18	25	25	7	0	0	7
20	26	23	26	22	19	17	16	20	22	6	0	0	6
13	26	29	29	37	23	18	20	18	37	8	0	0	8
12	17	21	21	34	30	21	15	21	34	4	0	0	4
8	10	18	18	32	32	22	23	22	32	6	0	0	6
18	24	19	24	33	35	24	17	22	35	5	0	0	5
0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AVG	19					AVG	27			AVG	7
		MAX	31	1				MAX	39			MAX	14
				•			L		•	•			•

Summary

Maximum AM Peak Hour Weigh Scale Trips: 47
Maximum Midday Peak Hour Weigh Scale Trips: 44
Maximum PM Peak Hour Weigh Scale Trips: 26

Thursday December 22nd, 2022 7:00am to 8:00am

Thursday January 20th, and September 8th, 2022 11:30am to 12:30am, and 1:00pm to 2:00pm

Friday July 22nd, 2022 4:00pm to 5:00pm

Inbound Weigh Scale Hourly Volume Summary

Day of the	AM Pe	ak Hour	Midday P	eak Hour	PM Pea	ak Hour
Week	Average	Maximum	Average	Maximum	Average	Maximum
Monday	19	31	27	39	7	14
Tuesday	22	31	31	43	9	17
Wednesday	25	45	29	43	9	18
Thursday	25	47	30	44	10	22
Friday	,		26	37	7	26
Saturday	10	30	0	4	0	1
Weekdays	23	47	29	44	8	26
TMC	IN	OUT	IN	OUT	IN	OUT
(11/22/2022)	14	23	23	27	0	4
TMC Scaled for	IN	OUT	IN	OUT	IN	OUT
Synchro	47	77	44	52	26	30

Peak Hour Volumes - Tuesdays

Peak Hour Vo	lumes - Tuesday			1									
		ak Hour			1		Peak Hour		1			k Hour	
7-8am	730-830am	8-9am			1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
17	15	8	17	21	25	21	14	15	25	3	0	0	3
14	9	13	14	24	25	24	20	22	25	5	0	0	5
10	10	9	10	16	17	12	13	19	19	6	0	0	6
9	9	12	12	29	25	27	29	32	32	4	0	0	4
20	17	20	20	25	25	34	26	15	34	10	0	0	10
18	23	22	23	32	36	42	31	18	42	4	0	0	4
15	17	15	17	32	41	25	22	22	41	8	0	0	8
15	17	16	16	35	29	30	28	18	35	7	0	0	7
1				1									
20	18	14	20	24	31	31	22	20	31	3	0	0	3
16	20	18	20	31	31	27	28	28	31	7	0	0	7
16	16	15	16	34	26	24	23	19	34	8	0	0	8
25	21	17	25	24	25	28	21	23	28	5	0	0	5
14	14	15	15	32	30	26	24	21	32	11	0	0	11
16	20	17	20	27	30	29	23	17	30	7	0	0	7
18	17	15	18	30	28	22	15	17	30	8	0	0	8
25	24	15	25	23	24	28	29	23	29	6	0	0	6
25	19	18	25	29	33	30	24	17	33	10	0	0	10
26	31	21	31	24	23	21	23	30	30	11	0	0	11
26	25	16	26	27	34	30	23	26	34	11	0	0	11
31	29	16	31	30	41	33	24	25	41	8	0	0	8
27	19	12	27	22	28	25	22	24	28	15	0	0	15
28	22	20	28	23	25	28	26	21	28	15	0	0	15
29	17	14	29	16	16	27	32	22	32	10	0	0	10
25	23	20	25	29	18	17	24	20	29	12	0	0	12
25	15	18	25	26	22	19	20	21	26	15	0	0	15
17	17	23	23	23	21	21	22	21	23	11	0	0	11
25	22	17	25	16	22	28	31	23	31	11	0	0	11
19	13	17	19	23	27	24	26	27	27	17	0	0	17
20	8	15	20	27	28	27	29	24	29	11	0	0	11
16	21	25	25	23	16	19	23	25	25	7	0	0	7
19	13	15	19	26	23	21	27	29	29	11	0	0	11
26	16	17	26	25	22	25	27	28	28	13	0	0	13
29	21	17	29	30	35	36	24	24	36	16	1	0	16
22	20	20	22	19	26	32	26	20	32	10	0	0	10
21	16	13	21	33	34	32	31	25	34	9	1	0	9
21	23	28	28	26	19	21	27	33	33	12	1		12
				1								1	
20	15	25	25	36	34	27	22	20	36	8	0	0	8
23	21	23	23	35	33	34	31	26	35	16	0	0	16
18	22	30	30	42	43	36	25	20	43	4	0	0	4
23	15	17	23	26	26	32	34	38	38	10	0	0	10
16	22	19	22	27	23	20	20	24	27	8	0	0	8
18	13	15	18	31	33	32	24	22	33	9	0	0	9
21	16	20	21	30	34	31	31	32	34	14	0	0	14
17	16	16	17	31	25	26	32	29	32	10	0	0	10
14	13	19	19	23	24	22	16	14	24	8	0	0	8
17	12	11	17	24	26	23	18	18	26	5	0	0	5
14	15	13	15	22	25	24	17	22	25	8	0	0	8
22	27	17	27	32	36	29	17	14	36	2	0	0	2
22	20	17	22	33	28	21	26	24	33	9	0	0	9
17	19	17	19	24	29	30	21	27	30	5	0	0	5
1		23		1					35	9	0	0	9
28	23		28	28	26	19	19 10	35					
14	12	13	14	27	29	17	10	14	29	0	0	0	0
		AVG	22	1				AVG	31			AVG	9
		MAX	31	1				MAX	43	I		MAX	17

Peak	Hour	Volumes	- Wedn	esdays

Peak Hour Vo	lumes - Wedne			Midday Peak Hour						200 111			
		ak Hour										ak Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
17	19	14	19	22	21	24	23	17	24	3	0	0	3
25	27	16	27	21	29	25	24	25	29	5	0	0	5
15	13	15	15	42	43	35	27	23	43	8	0	0	8
19	20	17	20	29	32	30	28	23	32	12	0	0	12
19	14	20	20	18	17	23	20	20	23	5	0	0	5
24	20	18	24	26	32	35	26	17	35	2	0	0	2
32	31	27	32	29	27	26	20	22	29	4	0	0	4
17	15	12	17	19	25	28	22	22	28	2	0	0	2
22	22	19	22	26	24	23	23	21	26	6	0	0	6
24	23	18	24	36	30	30	27	23	36	7	0	0	7
26	20	18	26	31	32	34	28	17	34	9	0	0	9
29	19	19	29	25	19	21	23	18	25	9	0	0	9
22	20	16	22	28	29	27	25	19	29	11	0	0	11
26	20	14	26	32	27	28	25	19	32	6	0	0	6
20	25	17	25	23	21	32	27	19	32	8	0	0	8
21	22	22	22	24	24	23	21	22	24	9	0	0	9
22	25	15	25	23	23	18	17	20	23	15	0	0	15
31	26	16	31	24	26	22	24	29	29	6	0	0	6
28	27	19	28	30	27	22	23	25	30	17	0	0	17
31	26	15	31	26	25	23	25	23	26	13	0	0	13
24	17	17	24	22	26	23	17	16	26	12	0	0	12
29	19	11	29	23	25	24	15	23	25	14	0	0	14
24	20	19	24	16	15	16	23	21	23	14	0	0	14
22	19	20	22	19	19	18	29	33	33	13	0	0	13
21	14	19	21	24	16	22	25	17	25	14	0	0	14
30	21	15	30	21	15	15	24	25	25	17	0	0	17
29	21	12	29	20	23	23	23	25	25	10	0	0	10
		23							25	12			
22	12		23	29	23	18	22	26			0	0	12
19	16	13	19	27	23	24	22	18	27	18	0	0	18
19	19	23	23	24	29	29	24	26	29	9	0	0	9
22	21	22	22	27	25	33	29	18	33	12	0	0	12
24	18	15	24	22	25	35	28	21	35	5	0	0	5
24	20	17	24	25	29	28	26	29	29	11	0	1	11
28	19	16	28	28	30	39	37	30	39	14	0	2	14
23	18	27	27	25	19	22	25	27	27	4	1	0	4
31	29	25	31	39	31	31	25	32	39	12	1	0	12
20	23	32	32	36	29	31	38	39	39	13	0	0	13
24	22	27	27	27	27	25	33	33	33	12	0	0	12
26	21	22	26	18	25	16	13	19	25	5	0	0	5
18	15	25	25	28	29	27	22	23	29	12	0	0	12
21	11	13	21	19	25	30	22	14	30	9	0	0	9
13	13	7	13	36	34	28	23	23	36	4	0	0	4
19	24	26	26	27	27	25	23	25	27	9	0	0	9
17	20	18	20	28	30	24	23	30	30	8	0	0	8
22	19	15	22	26	28	28	26	22	28	7	0	0	7
21	17	11	21	27	25	24	26	25	27	13	0	0	13
24	27	13	27	20	25	24 17	12	16	21	7	0	0	7
20	28	21	28	24	28	23	17	22	28	6	2	0	6
23	31	21	31	15	17	24	24	35	35	7	0	0	7
19	23	18	23	28	19	23	25	15	28	7	0	0	7
45	33	19	45	22	20	24	24	17	24	11	0	0	11
26	30	28	30	23	22	23	15	14	23	2	0	0	2
		AVG	25	1				AVG	29	1		AVG	9
		MAX	45]				MAX	43	j		MAX	18

Peak Hour Volumes - Thursdays

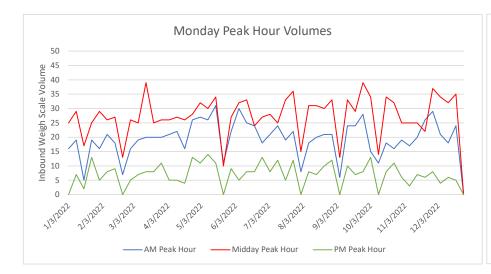
Peak Hour Vo	lumes - Thursda	•											
		ak Hour	1			•	Peak Hour	1			PM Pea		
7-8am	730-830am	8-9am			1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
22	20	15	22	25	20	17	20	16	25	3	0	0	3
17	15	20	20	24	16	16	19	23	24	4	0	0	4
18	17	17	18	35	44	38	28	20	44	5	0	0	5
22	20	21	22	26	23	22	24	19	26	9	0	0	9
6	7	5	7	27	24	17	13	16	27	4	0	0	4
37	26	24	37	27	20	26	33	30	33	8	1	0	8
25	23	19	25	29	24	30	31	19	31	5	0	0	5
			l							6			
18	16	15	18	25	20	25	26	20	26	_	0	0	6
19	15	20	20	28	31	24	16	20	31	8	0	0	8
30	17	15	30	23	29	29	26	23	29	7	0	0	7
25	16	11	25	26	25	34	34	23	34	12	0	0	12
25	21	20	25	25	31	29	22	19	31	8	0	0	8
14	18	20	20	25	28	21	22	29	29	9	0	0	9
20	19	15	20	22	19	23	26	20	26	4	0	0	4
27	23	18	27	20	25	27	23	20	27	8	0	0	8
19	21	17	21	26	28	29	32	25	32	16	0	0	16
22	24	19	24	22	23	19	21	25	25	11	0	0	11
27	30	21	30	19	23	21	16	23	23	13	0	0	13
26	21	22	26	19	21	23	29	30	30	17	0	0	17
30		16	30	31	28	22		26	31	11	0	0	11
1	26		l				26						
22	15	14	22	22	24	23	21	23	24	15	0	0	15
22	19	21	22	18	17	21	24	18	24	10	0	0	10
24	20	19	24	20	18	16	22	24	24	17	0	0	17
29	23	18	29	26	31	31	25	21	31	9	0	0	9
25	20	22	25	22	22	14	13	17	22	13	0	0	13
22	17	20	22	18	17	19	25	26	26	14	0	0	14
28	29	23	29	20	32	30	27	29	32	10	0	0	10
25	20	19	25	29	22	26	31	25	31	15	0	0	15
23	20	19	23	22	17	15	29	30	30	9	0	0	9
19	20	30	30	19	27	33	29	22	33	10	0	0	10
20	17	25	25	27	30	25	27	30	30	9	0	0	9
13	14	17	17	23	20	20	17	20	23	17	0	0	17
20	21	16	21	24	23	27	25	21	27	16	1		16
			l							11		1	11
26	22	22	26	25	26	33	32	18	33		0	0	
19	14	25	25	26	26	33	36	31	36	22	3	0	22
22	23	33	33	30	31	28	42	44	44	21	0	0	21
27	31	29	31	34	36	28	20	36	36	11	0	0	11
31	34	32	34	23	20	27	32	23	32	7	0	0	7
30	17	21	30	30	33	26	17	19	33	15	0	0	15
27	19	14	27	28	28	27	27	30	30	15	0	0	15
16	15	13	16	26	29	30	24	19	30	7	0	0	7
24	14	12	24	30	25	21	24	21	30	8	0	0	8
28	21	14	28	22	24	26	28	21	28	3	0	0	3
18	16	11	18	26	26	24	33	37	37	7	0	0	7
21	18	15	21	23	22	19	20	27	27	6	0	0	6
11	14	23	23	25	23	24	23	21	25	9	0	0	9
24	23	11	23	23	28	26	23	24	28	4	0	0	4
24	25 25	20	l		31	27			31		0	0	4
			25	27			24	17		4			
11	21	25	25	32	29	19	17	22	32	7	0	0	7
10	10	19	19	22	24	19	16	14	24	4	0	0	4
47	28	19	47	27	25	24	27	23	27	15	0	0	15
24	22	20	24	33	36	24	22	21	36	6	0	0	6
		AVG	25					AVG	30			AVG	10
		MAX	47					MAX	44			MAX	22

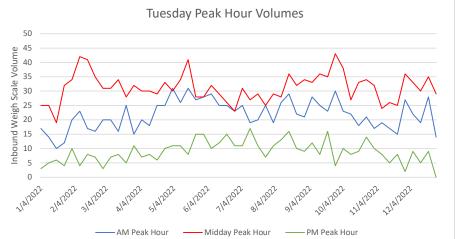
Peak Hour Volumes - Fridays

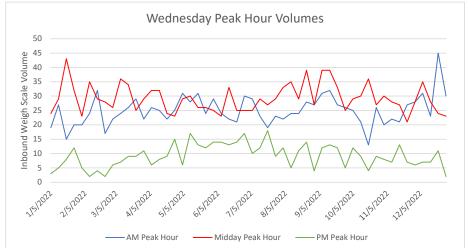
	AM Pe	ak Hour				Midday I	Peak Hour				PM Pea	ak Hour	
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
13	11	8	13	23	21	26	24	19	26	6	0	0	6
13	20	20	20	19	25	27	23	18	27	1	0	0	1
16	19	23	23	30	28	20	13	16	30	6	0	0	6
23	17	16	23	27	31	27	24	18	31	7	0	1	7
17	21	20	21	20	21	15	13	20	21	8	0	0	8
25	26	17	26	32	29	24	24	22	32	6	0	0	6
6	8	8	8	32	22	9	10	15	32	0	0	0	0
15	12	13	15	22	23	19	17	15	23	7	0	0	7
16	13	20	20	32	30	20	22	26	32	8	0	0	8
24	22	20	24	25	24	24	16	14	25	4	0	0	4
24	21	18	24	26	24	22	16	21	26	8	0	0	8
28	20	15	28	28	28	23	21	24	28	10	0	0	10
19	16	16	19	23	21	24	18	17	24	5	0	0	5
17	13	13	17	16	19	23	22	25	25	11	0	0	11
12	11	13	13	14	12	9	5	0	14	0	0	0	0
18	17	20	20	22	23	25	29	27	29	12	0	0	12
23	24	22	24	30	32	21	20	26	32	12	0	0	12
28	20	21	28	23	16	18	23	24	24	12	0	0	12
22	26	19	26	20	28	28	19	18	28	8	0	0	8
26	25	20	26	26	28	25	16	21	28	12	0	0	12
26	26	19	26	18	22	22	17	23	23	10	0	0	10
23	21	16	23	18	13	12	20	21	21	6	0	0	6
27	16	13	27	17	20	18	14	21	21	5	0	0	5
28	22	15	28	20	19	19	25	21	25	5	0	0	5
28	25	20	28	19	19	16	22	20	22	10	0	0	10
9	10	8	10	11	8	11	6	0	11	0	0	0	0
27	21	19	27	22	19	19	15	15	22	8	0	0	8
25	21	19	25	21	21	17	18	14	21	7	0	0	7
25	19	15	25	11	13	17	21	26	26	26	0	0	26
24	19	21	24	22	22	18	17	25	25	7	0	0	7
24	21	18	24	22	23 17	19	19	22 19	23	5	0 0	0	5
24	23 15	18	24	21	20	13	18		21	4		0	4
18 33		18	18 33	25 31	32	22	18 37	19	25 37	14	0	0 0	14
24	20 23	19 21	24	28	25	34 23	21	32 20	28	14 14	0 0	0	14 14
23	23	24	24	25	26	23	27	31	31	7	0	0	7
20	21	20	24	32	32	25 31	30	23	32	8	0	0	8
23	23	20	23	22	25	20	28	25 29	29	9	0	0	9
29	25 25	25	29	36	25 17	20 17	20	26	36	6	0	0	6
23	25	11	23	28	23	18	21	18	28	3	0	0	3
22	15	10	22	28	26	24	22	21	28	8	0	0	8
14	15	13	15	24	24	25	22	16	25	7	0	0	7
14	12	14	14	27	28	26	28	26	28	8	0	0	8
15	15	11	15	27	29	24	21	22	29	5	0	0	5
17	17	15	17	20	16	18	23	20	23	4	0	0	4
27	23	12	27	19	21	21	20	18	21	8	0	0	8
22	18	10	22	20	15	13	15	22	22	10	0	0	10
20	25	14	25	24	18	18	22	21	24	5	0	0	5
22	22	12	22	29	27	24	22	22	29	5	0	0	5
16	16	18	18	21	28	27	20	17	28	8	0	0	8
9	5	3	9	0	0	0	0	0	0	0	0	0	0
24	24	19	24	22	26	26	14	20	26	6	0	0	6
		AVG	22					AVG	26	-		AVG	7
		MAX	33	1				MAX	37			MAX	26
				1					· · · · · ·	ı	1		

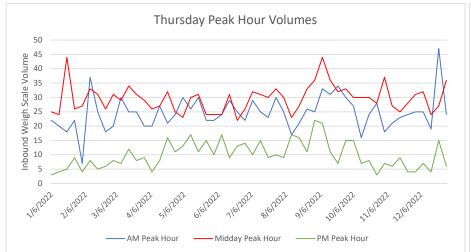
Peak Hour Volumes - Saturdays

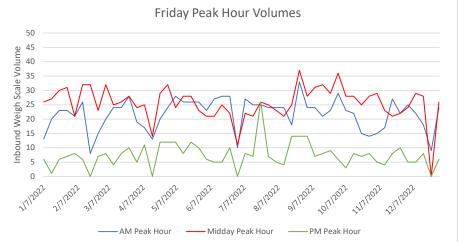
Peak Hour Vo	lumes - Saturda	•		1									
		ak Hour				•	Peak Hour		1			ak Hour	
7-8am	730-830am	8-9am			1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX 4	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
4 3	4 4	0 2	4	0	0	0 0	0 0	0 0	0	0	0	0 0	0
2	5	3	5	0	0	0	0	0	0	0	0 0	0	0
1	2	1	2	0	0	0	0	0	0	0	0	0	0
2	3	7	7	0	0	0	0	0	0	0	0	0	0
5	4	6	6	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0
5	8	8	8	0	0	0	0	0	0	0	0	0	0
3	5	3	5	0	0	0	0	0	0	0	0	0	0
7	8	4	8	0	0	0	0	0	0	0	0	0	0
2	4	5	5	0	0	0	0	0	0	0	0	0	0
7	8	7	8	0	0	0	0	0	0	0	0	0	0
8	3	9	9	0	0	0	0	0	0	0	0	0	0
8	6	4	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	13	7	13	0	0	0	0	0	0	0	0	0	0
17	12	13	17	0	0	0	0	0	0	0	0	0	0
14	14	14	14	4	1	1	1	0	4	0	0	0	0
17	13	16	17	1	0	0	0	0	1	0	0	0	0
8	12	11	12	4	1	0	0	0	4	0	0	0	0
14	9	12	14	1	0	0	0	0	1	0	0	0	0
12	6	10	12	0	0	0	0	0	0	0	0	0	0
18	10	5	18	4	2	0	0	1	4	1	0	0	1
16	11	7	16	0	0	0	0	0	0	0	0	0	0
9	11	10	11	0	0	0	0	0	0	0	0	0	0
11	9	10	11	0	0	0	0	0	0	0	0	0	0
14	6	6	14	0	0	0	0	0	0	0	0	0	0
10	10	4	10	1	0	0	0	0	1	0	0	0	0
10	6	7	10	1	0	0	0	0	1	0	0	0	0
8	12	12	12	0	0	0	0	0	0	0	0	0	0
11	9	9	11	2	0	0	0	0	2	0	0	0	0
4	7	5	7	0	0	0	0	0	0	0	0	0	0
10	10	3	10	0	0	0	0	0	0	0	0	0	0
29	17	2	29	0	0	0	0	0	0	0	0	0	0
9	8	3	9	0	0	0	0	0	0	0	0	0	0
30	20	14	30	2	2	0	0	0	2	0	0	0	0
10	13	11	13	0	0	0	0	0	0	0	0	0	0
15	7	5	15	0	0	0	0	0	0	0	0	0	0
13	7	9	13	0	0	0	0	0	0	0	0	0	0
4	8	8	8	0	0	0	0	0	0	0	0	0	0
13	9	6	13	0	0	0	0	0	0	0	0	0	0
10	9	8	10	0	0	0	0	0	0	0	0	0	0
7	6	4	7	0	0	0	0	0	0	0	0	0	0
4	3	3	4	0	0	0	0	0	0	0	0	0	0
4	4	6	6	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	10	9	10	0	0	0	0	0	0	0	0	0	0
4	6	10	10	0	0	0	0	0	0	0	0	0	0
7	2	8	8	0	0	0	0	0	0	0	0	0	0
8	12	8	12	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	2	6	0	0	0	0	0	0 0	0	0	0	0
		AVG MAX	10 30	1				AVG MAX	4			AVG MAX	0
		IVIAX	30	j				IVIAX	4	l		IVIAX	1

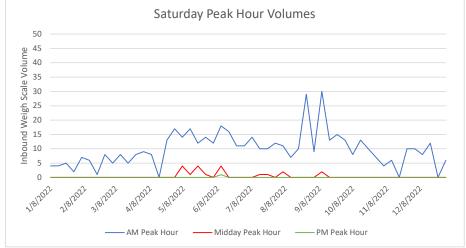






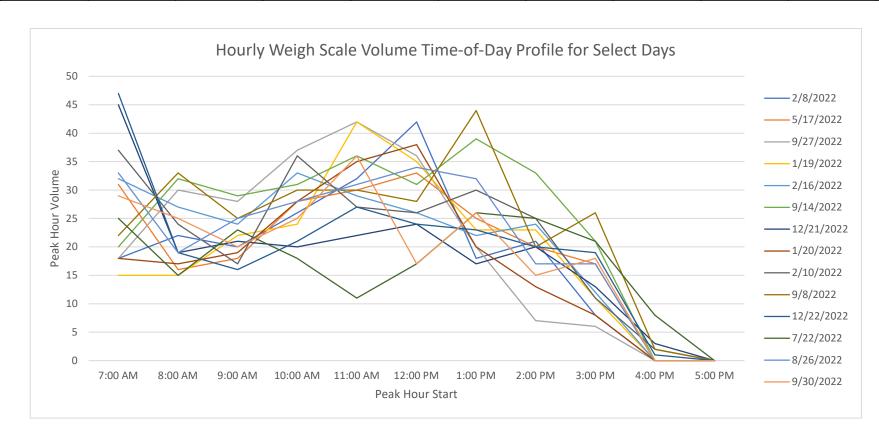




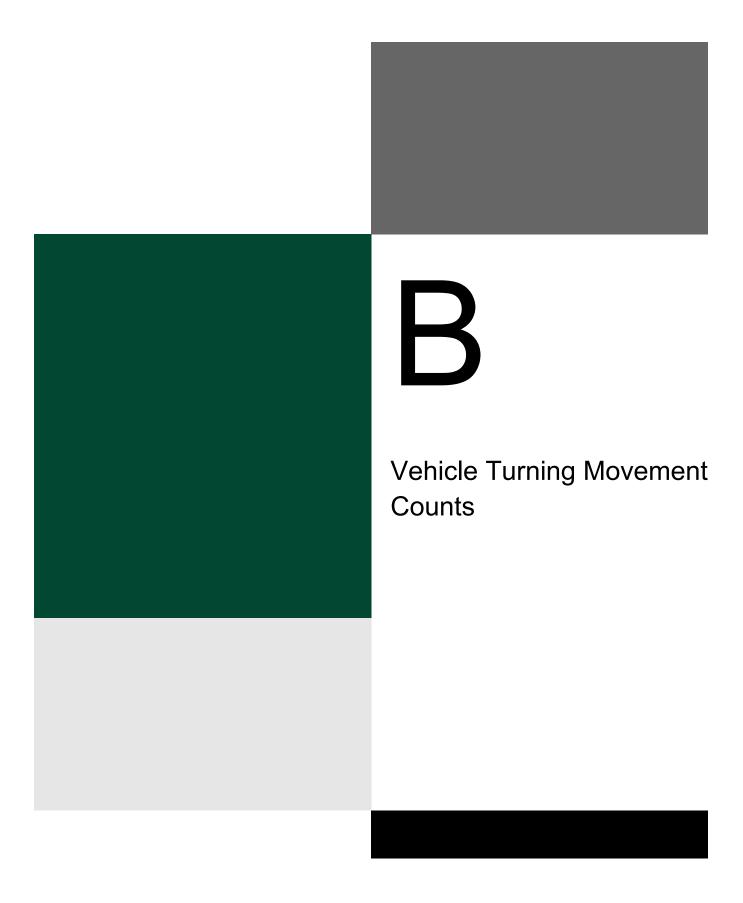


Full Day Hourly Demand Profile

			Hourly Inbound Scale Volumes												
		Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Thursday	Friday	Friday	Friday
Hour Start	Hour End	2/8/2022	5/17/2022	9/27/2022	1/19/2022	2/16/2022	9/14/2022	12/21/2022	1/20/2022	2/10/2022	9/8/2022	12/22/2022	7/22/2022	8/26/2022	9/30/2022
7:00 AM	8:00 AM	18	31	18	15	32	20	45	18	37	22	47	25	33	29
8:00 AM	9:00 AM	22	16	30	15	27	32	19	17	24	33	19	15	19	25
9:00 AM	10:00 AM	20	18	28	22	24	29	21	19	17	25	16	23	25	20
10:00 AM	11:00 AM	26	28	37	24	33	31	20	28	36	30	21	18	28	25
11:00 AM	12:00 PM	32	30	42	42	29	36	22	35	27	30	27	11	31	36
12:00 PM	1:00 PM	42	33	36	35	26	31	24	38	26	28	24	17	34	17
1:00 PM	2:00 PM	18	25	20	23	22	39	17	20	30	44	23	26	32	26
2:00 PM	3:00 PM	21	20	7	23	24	33	20	13	25	20	20	25	17	15
3:00 PM	4:00 PM	8	17	6	11	12	21	13	8	11	26	19	21	17	18
4:00 PM	5:00 PM	0	0	0	0	0	0	3	0	2	2	1	8	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0







Morning Peak Diagram Specified Period One Hour Peak From: 7:00:00 From: 7:15:00 To: 9:00:00 To: 8:15:00 Weather conditions: Municipality: Watford Clear Site #: 000007001 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Eastb TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 286 Buses 0 0 3 Buses 0 East Leg Total: 47 27 North Entering: 149 Trucks 1 26 0 Trucks 18 East Entering: 119 North Peds: Cars 20 99 0 Cars 119 East Peds: n Totals 21 Peds Cross: 128 0 Totals 137 Peds Cross: \bowtie Nauvoo Road Trucks Buses Totals Buses Trucks Cars Totals 20 21 0 0 0 0 0 0 0 Highway 402 Eastbound ramps Buses Trucks Cars Totals Highway 402 Eastbound ramps 0 7 8 0 38 Trucks Buses Totals 1 3 34 Cars 32 15 0 47 Nauvoo Road \mathbb{X} \bowtie Peds Cross: Cars 133 Cars 0 32 144 Peds Cross: West Peds: 0 Trucks 29 32 South Peds: 0 Trucks 0 17 15 0 West Entering: 46 Buses Buses 0 South Entering: 176 West Leg Total: 67 Totals 0 South Leg Total: 342 Totals 166 **Comments**

Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007001 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Eastb TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 238 Buses 0 0 0 Buses 0 East Leg Total: 44 36 North Entering: 126 Trucks 3 33 Trucks 19 East Entering: Cars 93 North Peds: Cars 16 74 0 90 East Peds: n 0 Peds Cross: Totals 19 107 0 Totals 112 Peds Cross: ⋈ Nauvoo Road Buses Trucks Cars Trucks Buses Totals Totals 3 16 0 0 0 0 0 0 0 Highway 402 Eastbound ramps Buses Trucks Cars Totals Highway 402 Eastbound ramps 0 2 6 8 0 21 Trucks Buses Totals 0 1 20 Cars 21 0 44 Nauvoo Road \mathbb{X} \bowtie Peds Cross: Cars 94 Cars 0 21 108 Peds Cross: West Peds: 0 Trucks 34 23 40 South Peds: 0 Trucks 0 17 0 West Entering: 29 Buses 0 Buses 0 South Entering: 148 West Leg Total: 48 Totals 0 South Leg Total: 276 Totals 128 **Comments**

Afternoon Peak Diagram Specified Period One Hour Peak From: 16:00:00 From: 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007001 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Eastb TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 320 Buses 0 0 0 Buses 0 East Leg Total: 39 14 North Entering: 164 Trucks 3 11 0 Trucks 11 East Entering: North Peds: 0 Cars 21 129 0 150 Cars 145 East Peds: n Peds Cross: Totals 24 140 0 Totals 156 Peds Cross: ⋈ Nauvoo Road Buses Trucks Cars Trucks Buses Totals Totals 21 0 0 0 0 0 0 0 Highway 402 Eastbound ramps Buses Trucks Cars Totals Highway 402 Eastbound ramps 0 25 26 33 Cars Trucks Buses Totals 0 1 32 33 0 39 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 161 Cars 0 120 33 153 West Peds: 0 Trucks 12 17 South Peds: 0 Trucks 1 10 6 0 0 West Entering: 59 Buses Buses 0 South Entering: 170 West Leg Total: 84 South Leg Total: 343 Totals 173 Totals 1 **Comments**

Total Count Diagram

Municipality: Watford

Site #: 0000007001

Intersection: Nauvoo Road & Highway 402 Eastb

TFR File #: 1

Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

biglialized litter section

North Entering: 945
North Peds: 0
Peds Cross: ⋈

North Leg Total: 1787

 Buses
 0
 6
 0
 6

 Trucks
 16
 167
 0
 183

 Cars
 107
 649
 0
 756

 Totals
 123
 822
 0

Buses 3
Trucks 123
Cars 716
Totals 842

Major Road: Nauvoo Road runs N/S

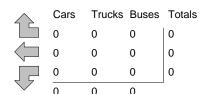
East Leg Total: 300
East Entering: 0
East Peds: 0
Peds Cross:

X

Buses Trucks Cars Totals
0 17 107 124







Highway 402 Eastbound ramps

Buses	Trucks	Cars	Totals
0	17	85	102
0	0	0	0
1	22	171	194
1	39	256	'









Cars	Trucks	Buses	Total
200	100	0	300

Peds Cross:

West Peds: 0

West Entering: 296

West Leg Total: 420

 Cars
 820

 Trucks
 189

 Buses
 7

 Totals
 1016

Truc Buse

 Cars
 0
 631
 200
 831

 Trucks
 1
 106
 100
 207

 Buses
 0
 3
 0
 3

 Totals
 1
 740
 300

Peds Cross:
South Peds: 0

South Entering: 1041

South Leg Total: 2057

Comments

Hwy-402 & Nauvoo Road EB Off-ramp Terminal Traffic Count Summary

Intersection:	Mauwoo	Pood &	Highway	, 402 Fa	Ct Count D	Date: 22-Nov-20	122	Munic	cipality: Wa	atford			
					Si	2Z-INUV-Z(JZZ				ach Tot	olo	
			rucks, & B			North/South			Include	es Cars, T	rucks, & B	uses	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoi Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
8:00:00	0	115	24	139	0	302		0:00	0	110	53	163	0
9:00:00 11:00:00	0	130 0	12 0	142 0	0	303 0		0:00	0	110 0	51 0	161 0	0
12:00:00	0	107	11	118	0		12:00		0	86	33	119	0
13:00:00	ő	96	23	119	Ö		13:00		ő	103	43	146	Ö
14:00:00	0	120	17	137	0		14:00		0	86	36	122	0
16:00:00	0	0	0	0	0		16:00		0	0	0	0	0
17:00:00	0	126	20	146	0		17:00		0	130	49	179	0
18:00:00	0	128	16	144	0	295	18:00	0:00	1	115	35	151	0
Totals:			123 ach Tota		0	1986 East/West			1 West	740 t Appro es Cars, T	300 ach Tota	1041 als	0
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoi Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
8:00:00 9:00:00	0	0	0	0	0	42 35		0:00	9 10	0	33 25	42 35	0 0
11:00:00	0	0	0	0	0	0	11:00		0	0	0	0	0
12:00:00	Ö	0	0	Ö	0	31	12:00		10	0	21	31	ő
13:00:00	0	0	0	0	0		13:00		11	0	18	29	0
14:00:00	0	0	0	0	0		14:00		12	0	30	42	0
16:00:00	0	0	0	0	0	0			0	0	0	0	0
17:00:00 18:00:00	0	0	0	0	0	60 57	17:00 18:00		22 28	0	38 29	60 57	0
18.00.00	O	0	O .	O	0	37	10.00	J.00	20	O	29	37	0
Totals:	0	0	0	0	0	296	===-	35	102	0	194	296	0
	alia a	0.00				or Traffic Cr		_	-		40.00		
Hours En Crossing		8:00 9	9:00 10	12:00 10	13:00 11		14	4:00 12	16:00 0	17:00 22	18:00 28		

Morning Peak Diagram Specified Period One Hour Peak From: 7:00:00 From: 7:15:00 To: 9:00:00 To: 8:15:00 Weather conditions: Municipality: Watford Clear Site #: 000007002 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Westl TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 248 Buses 3 0 3 Buses 0 East Leg Total: 114 4 18 North Entering: 134 Trucks 14 Trucks 12 East Entering: North Peds: 0 Cars 94 19 113 Cars 102 East Peds: n Peds Cross: 111 23 Totals 114 Peds Cross: \bowtie Totals Nauvoo Road Trucks Buses Totals Cars 0 14 40 13 0 13 Highway 402 Westbound ramps Trucks Buses Totals Cars 50 10 0 60 Nauvoo Road \bowtie Cars 121 Cars 31 119 Peds Cross: Trucks 27 Trucks 12 18 South Peds: 0 6 3 0 Buses **Buses** 0 0 South Entering: 137 Totals South Leg Total: 288 Totals 151

Comments

Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 From: 11:45:00 To: 14:00:00 To: 12:45:00 Weather conditions: Municipality: Watford Clear Site #: 000007002 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Westl TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 207 Buses 0 0 Buses 0 East Leg Total: 83 5 26 North Entering: 105 Trucks 21 Trucks 22 East Entering: North Peds: 0 Cars 71 8 79 Cars 80 East Peds: 0 \mathbb{X} Peds Cross: 92 13 Totals 102 Peds Cross: \bowtie Totals Nauvoo Road Trucks Buses Totals Cars 5 0 13 20 34 14 22 0 25 Highway 402 Westbound ramps Trucks Buses Totals Cars 28 0 36 Nauvoo Road \bowtie Cars 85 Cars 20 92 Peds Cross: Trucks 41 17 3 20 South Peds: 0 Trucks 0 Buses 0 **Buses** 0 0 South Entering: 112 Totals South Leg Total: 238 Totals 126

Comments

Afternoon Peak Diagram Specified Period One Hour Peak From: 16:00:00 From: 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007002 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 Westl TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 291 Buses 0 0 Buses 1 East Leg Total: 119 2 15 North Entering: 145 Trucks 13 Trucks 8 East Entering: North Peds: 0 Cars 117 13 130 Cars 137 East Peds: 0 \mathbb{X} Peds Cross: 130 15 Totals 146 Peds Cross: \bowtie Totals Nauvoo Road Trucks Buses Totals Cars 26 2 29 36 Highway 402 Westbound ramps Cars Trucks Buses Totals 47 0 54 Nauvoo Road \bowtie Cars 152 Cars 34 145 Peds Cross: Trucks 14 Trucks 5 11 South Peds: 0 6 0 0 Buses 0 **Buses** 0 South Entering: 156 Totals South Leg Total: 322 Totals 166

Comments

Total Count Diagram

Municipality: Watford

Site #: 000007002

Intersection: Nauvoo Road & Highway 402 Westl

TFR File #:

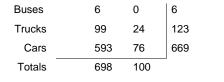
Count date: 22-Nov-2022 Weather conditions:

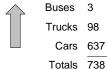
Clear

Person(s) who counted:

** Non-Signalized Intersection **

North Leg Total: 1536 North Entering: 798 North Peds: Peds Cross:



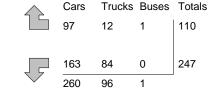


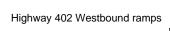
Major Road: Nauvoo Road runs N/S

East Leg Total: 665 East Entering: 357 East Peds: 0 Peds Cross:













169

38

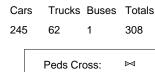
1

208

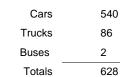
709

124

3



Cars	756
Trucks	183
Buses	6
Totals	0/15



South Peds: 0 South Entering: 836 South Leg Total: 1781

Comments

Hwy-402 & Nauvoo Road WB Off-ramp Terminal Traffic Count Summary

Intersection:	Mau waa	Dood 9	Lighway	, 402 \\	Count D	Pate: 22-Nov-20	222	Munic	ipality: Wa	atford			
					38 ******	ZZ-INOV-Z()22				oob Tot	olo	
			ach Tot rucks, & B			N a with /C a coille			Include	n Appro es Cars. T	rucks, & B	uses	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
8:00:00	26	106	0	132	0	251		0:00	0	89	30	119	0
9:00:00 11:00:00	13 0	102 0	0	115 0	0	234 0		0:00	0	83 0	36 0	119 0	0
12:00:00	10	77	Ö	87	0		12:00		ő	77	19	96	ő
13:00:00	13	91	Ō	104	Ō		13:00		Ö	89	23	112	Ō
14:00:00	13	96	0	109	0		14:00		0	68	28	96	0
16:00:00	0	0	0	0	0		16:00		0	0	0	0	0
17:00:00	14	115	0	129	0		17:00		0	108	42	150	0
18:00:00	11	111	0	122	0	266	18:00	J:00	0	114	30	144	0
Totals:			0 ach Tota		0	1634			0 West	628	208 ach Tota	836	0
Hour				Grand	Total	East/West Total	Hou	ur				Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	-	Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 37	0	0 13	0 50	0	0 50		0:00	0	0	0 0	0	0 0
9:00:00	35	0	8	43	0	43	9:00		0	0	0	0	0
11:00:00	0	Ö	0	0	0	0	11:00		Ö	0	0	ő	0
12:00:00	42	Ö	9	51	0	51	12:00		Ō	0	Ö	Ö	0
13:00:00	29	0	13	42	0		13:00		0	0	0	0	0
14:00:00	39	0	12	51	0	51	14:00		0	0	0	0	0
16:00:00 17:00:00	0 31	0	0 20	0 51	0	0 51	16:00 17:00		0	0 0	0 0	0	0
18:00:00	34	0	35	69	0	69	18:00		0	0	0	0	0
Totals:	247	0	110	357	0	357			0	0	0	0	0
						or Traffic Cr			-				
Hours En		8:00 37	9:00 35	12:00 42	13:00 29		14	4:00 39	16:00 0	17:00 31	18:00 34		

Nauvoo Road & Zion Line **Morning Peak Diagram Specified Period One Hour Peak** From: 7:15:00 **From:** 7:00:00 To: 9:00:00 To: 8:15:00 Municipality: Watford Weather conditions: Site #: Clear 0000007004 Intersection: Nauvoo Road & Zion Line Person(s) who counted: TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 339 Buses 0 2 3 Buses 0 East Leg Total: 34 1 28 North Entering: 160 Trucks 0 27 Trucks 32 East Entering: North Peds: 0 Cars 0 126 3 129 Cars 147 East Peds: 0 Peds Cross: Totals 0 154 6 Totals 179 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 0 10 10 0 0 0 12 11 Zion Line Buses Trucks Cars **Totals** Zion Line 0 0 6 6 0 1 1 0 10 Trucks Buses Totals 1 Cars 9 12 Nauvoo Road \mathbb{X} Peds Cross: 146 Peds Cross: \bowtie Cars 146 Cars 3 138 5 West Peds: 0 Trucks 28 Trucks 0 32 0 32 South Peds: 0 2 0 West Entering: 17 Buses Buses 0 0 South Entering: 178 West Leg Total: 27 Totals 176 Totals 3 South Leg Total: 354 **Comments**

Nauvoo Road & Zion Line Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Municipality: Watford Weather conditions: Site #: Clear 0000007004 Intersection: Nauvoo Road & Zion Line Person(s) who counted: TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 276 Buses 0 0 0 Buses 0 East Leg Total: 31 34 North Entering: 131 Trucks 0 33 1 Trucks 40 East Entering: North Peds: 0 Cars 4 90 3 97 Cars 105 East Peds: 0 Peds Cross: Totals 4 123 4 Totals 145 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 2 9 11 0 0 10 Zion Line Buses Trucks Cars Totals Zion Line 0 3 4 1 0 6 4 8 Trucks Buses Totals 0 4 Cars 7 14 0 18 Nauvoo Road \mathbb{X} Peds Cross: 7 113 Peds Cross: \bowtie Cars 103 Cars 5 101 40 West Peds: 0 Trucks 38 Trucks 1 1 South Peds: 0 38 0 0 West Entering: 18 Buses Buses 0 South Entering: 153 West Leg Total: 29 Totals 6 South Leg Total: 294 Totals 141 **Comments**

Nauvoo Road & Zion Line **Afternoon Peak Diagram Specified Period One Hour Peak** From: 16:00:00 From: 16:00:00 To: 17:00:00 18:00:00 To: Municipality: Watford Weather conditions: Site #: Clear 0000007004 Intersection: Nauvoo Road & Zion Line Person(s) who counted: TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 341 Buses 0 0 Buses 1 East Leg Total: 40 16 North Entering: 166 Trucks 1 14 1 Trucks 23 East Entering: 19 North Peds: 0 Cars 5 136 8 149 Cars 151 East Peds: 0 Peds Cross: Totals 6 151 9 Totals 175 Peds Cross: ⋈ Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 19 20 0 0 6 10 0 10 Zion Line 18 Buses Trucks Cars Totals Zion Line 0 5 0 5 Trucks Buses Totals 0 1 4 Cars 20 0 21 Nauvoo Road \mathbb{X} Peds Cross: 161 Peds Cross: \bowtie Cars 150 Cars 8 145 8 West Peds: 0 Trucks 15 Trucks 0 22 0 22 South Peds: 0 0 West Entering: 14 Buses Buses 0 South Entering: 183 West Leg Total: 34 Totals 8 South Leg Total: 349 Totals 166 **Comments**

Nauvoo Road & Zion Line

Total Count Diagram

Municipality: Watford

Site #: 0000007004

Intersection: Nauvoo Road & Zion Line

TFR File #: 1

North Leg Total: 2046

North Entering: 1009

North Peds:

Peds Cross:

Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Buses 0 5 2

Trucks 6 177 3 Cars 24 770 22

Totals 30 952 27

Major Road: Nauvoo Road runs N/S

Buses 3 Trucks 207 Cars 827

Totals 1037

East Leg Total: 214
East Entering: 109
East Peds: 0
Peds Cross: \[\]

Buses Trucks Cars Totals
0 10 76 86

 \bowtie



Zion Line

Buses	Trucks	Cars	Total
0	5	31	36
1	2	22	25
1	6	41	48
2	13	94	



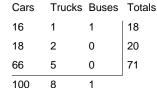


186

816

Nauvoo Road





Cars

91

Zion Line

10

Trucks Buses Totals

105

Peds Cross:

West Peds: 0

West Entering: 109

West Leg Total: 195

 Cars
 877

 Trucks
 188

 Buses
 6

 Totals
 1071

Nauvoo Road

 Cars
 34
 780
 47
 861

 Trucks
 2
 201
 5
 208

 Buses
 0
 2
 1
 3

 Totals
 36
 983
 53

Peds Cross:

South Peds: 0

South Entering: 1072

South Leg Total: 2143

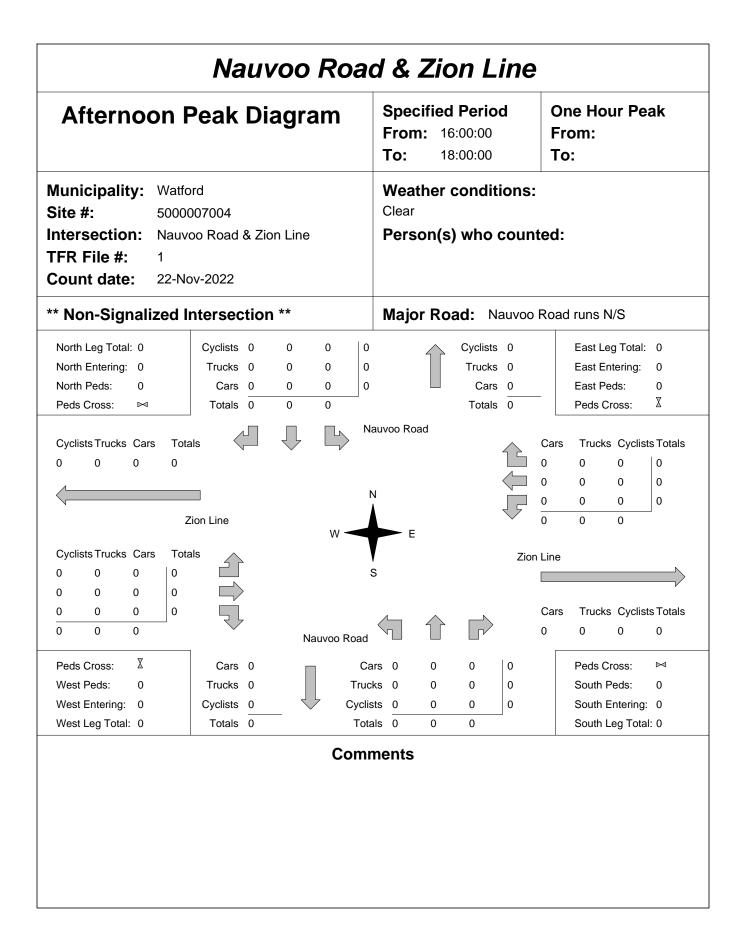
Comments

Nauvoo Road & Zion Line Traffic Count Summary

North Approach Totals	Intersection:	Nauvoo	Road &	Zion Lin	е	Count [Date: 22-Nov-20	022	Munic	cipality: Wa	atford			
Houry Ending Left Thru Right Grand Peds Approaches Houry Ending Left Thru Right Grand Total Peds Approaches Houry Ending Left Thru Right Grand Total Peds Approaches Houry Ending Left Thru Right Grand Total Peds Approaches Houry Ending Left Thru Right Grand Total Total Ending Left Thru Right Grand Total Ending Left Thru Right Grand Total Total Ending Left Thru Right Grand Total Ending Left Thru Right Grand Total Ending Left Total Total Total Total Total Total Ending Left Thru Right Grand Total Peds Total Ending Left Thru Right Total Peds Total Total Ending Left Thru Right Total Peds Total Peds Total Ending Left Thru Right Total Peds Total P									-	Soutl	h Appro	ach Tot	als	
Finding	Hour	Includ	es Cars, T	rucks, & B		Total		اما		Include	es Cars, T	rucks, & B		Total
B.00.00		Left	Thru	Right						Left	Thru	Right		
9.00.00														-
11:00:00												5		
12:00:00													I	
13:00:00							_			I				0
14:00:00		I												Ö
Totals 27		1	144	6	151	0	282	14:00	0:00	6	113	12	131	0
Totals 27 952 30 1009 0 2081 36 983 53 1072 0			_								-		- 1	0
Totals		I		I I						I				0
Hour Ending Includes Cars, Trucks, & Buses Fast/West Fortal F	18:00:00	4	143	'	154	0	310	18:00):00	6	145	5	156	O O
Hour Ending Includes Cars, Trucks, & Buses Fast/West Fortal F														
Hour Ending Includes Cars, Trucks, & Buses Fast/West Fortal F	Totals:	27	952	30	1009	0	2081			36	983	53	1072	0
Hour Ending Left Thru Right Total Peds Approaches Hour Ending Left Thru Right Total Peds		East	Appro	ach Tota	als					West	t Appro	ach Tota	als	
Totals Total Thru Right Total Peds Approaches Ending Left Thru Right Total Peds	Hour	Includ	es Cars, T	rucks, & B		Total	East/West	اما		Include	es Cars, T	rucks, & B		Total
8:00:00			Thru	Right	Total					Left	Thru	Right	Total	
9:00:00														I .
11:00:00				I I										
12:00:00		I		1 - 1										
13:00:00														ő
16:00:00	13:00:00	14	2	2	18	0		13:00	0:00		5	7		0
17:00:00		I		2										0
Totals: 71 20 18 109 0 218 36 25 48 109 0		I		0			_							
Totals: 71 20 18 109 0 218 36 25 48 109 0 Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00				5										
Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00	18.00.00	13	,	3	19	O	33	10.00	J.00	3	3	0	10	U
Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00	Totals:	71	20					ossin	g Ma			48	109	0
	Hours En	dina:	8:00						_	-		18:00		
								•						

Nauvoo Road & Zion Line **Morning Peak Diagram Specified Period** One Hour Peak **From:** 7:00:00 From: To: 9:00:00 To: Municipality: Watford Weather conditions: Site #: Clear 5000007004 Intersection: Nauvoo Road & Zion Line Person(s) who counted: TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: 0 East Peds: North Peds: Cars 0 0 0 0 Cars 0 0 \mathbb{X} Totals 0 Totals 0 Peds Cross: Peds Cross: 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 0 Zion Line Cyclists Trucks Cars Totals Zion Line 0 0 0 0 0 0 0 0 0 Trucks Cyclists Totals 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 0 West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road & Zion Line Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:45:00 To: 14:00:00 To: 12:45:00 Municipality: Watford Weather conditions: Clear Site #: 5000007004 Intersection: Nauvoo Road & Zion Line Person(s) who counted: TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 1 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: 0 East Peds: North Peds: Cars 0 0 0 0 Cars 0 0 \mathbb{X} Totals 0 Totals 0 Peds Cross: Peds Cross: 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 1 0 0 Zion Line Cyclists Trucks Cars Totals Zion Line 0 0 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 Cars 0 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 0 West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 0 West Leg Total: 1 Totals 0 Totals 0 South Leg Total: 0 **Comments**



Nauvoo Road & Zion Line

Total Count Diagram

Municipality: Watford

Site #: 5000007004

Intersection: Nauvoo Road & Zion Line

TFR File #:

Count date: 22-Nov-2022 Weather conditions:

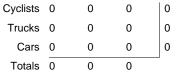
Clear

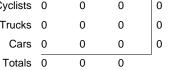
Person(s) who counted:

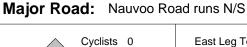
** Non-Signalized Intersection **

North Leg Total: 0

North Entering: 0 North Peds: Peds Cross:

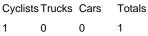






Trucks 0 Cars 0 Totals 0

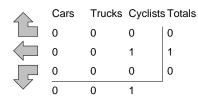
East Leg Total: 1 East Entering: East Peds: 0 \mathbb{X} Peds Cross:

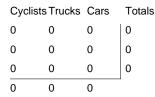














Zion Line





Zion Line		
		$\qquad \qquad $
Cars	Trucks	Cyclists Totals

0

 \mathbb{X} Peds Cross: West Peds: 0 West Entering: 0 West Leg Total: 1

Cars 0 Trucks 0 Cyclists 0 Totals 0

Nauvoo Road

0 Cars 0 0 Trucks 0 0 0 Cyclists 0 0 Totals 0

Peds Cross: \bowtie South Peds: 0 South Entering: 0 South Leg Total: 0

0

0

Nauvoo Road & Zion Line Traffic Count Summary

B-00-00	Intersection:	Nauvoo	Road &	Zion Lin	е	Count [Date: 22-Nov-20	-2022 Municipality: Watford						
Houris Ending		North	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
Finding	11	Include	es Cars, T	rucks, & C		T-1-1	North/South			Include	s Cars, T	rucks, & C		Tara
8:00:00	Ending	Left	Thru	Right	Total					Left	Thru	Right	Total	
9:00:00				0	0	0				0	0		0	0
11:00:00				I I										0
12:00:00		I		- 1			_							0
13:00:00		I					_							0
14:00:00							_							0 0
16:00:00							_							ő
Totals: O O O O O O O O O							_							ő
Totals: O O O O O O O O O							_							Ö
Hour Ending	18:00:00	0					0							0
Hour Ending														
Hour Ending Left Thru Right Total Total Peds Approaches Hour Ending Left Thru Right Total Peds	Totals:	East	Appro	ach Tota	als	0				West	Appro	ach Tota	als	0
Totals: Total Thru Right Total Peds Approaches Ending Left Thru Right Total Peds	Hour	Include	es Cars, I	rucks, & C		Total	East/West	Hou	ır	Include	es Cars, I	rucks, & C		Total
8:00:00	Ending		Thru		Total			Endi	ng		Thru		Total	
9:00:00				I I										0
11:00:00				I I										0
12:00:00		I		- 1		_	_				- 1			0 0
13:00:00		I					_				-			0
14:00:00				I I	- 1	_	_							0
16:00:00							0							0
Totals: 0		0	0	0		0	0			0	0		0	0
Totals: 0 1 0 1 0 1 0 0 0 0 0 0 Calculated Values for Traffic Crossing Major Street Hours Ending: 7:00 8:00 9:00 11:00 12:00 13:00 14:00 16:00		I					_							0
Calculated Values for Traffic Crossing Major Street Hours Ending: 7:00 8:00 9:00 11:00 12:00 13:00 14:00 16:00	18:00:00	0	0	0	0	0	0	18:00):00	0	0	0	0	0
				Calc		alues f	1 or Traffic Cr		_	ajor Stre	et		0	0
Crossing Values: 0 0 0 0 0 1 0 0						11:00		12	2:00	13:00	14:00	16:00		
Crossing values.	Crossing	Values:	0	0	0	0			0	1	0	0		

Morning Peak Diagram Specified Period One Hour Peak From: 7:00:00 From: 7:30:00 To: 9:00:00 To: 8:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007005 Intersection: Person(s) who counted: Nauvoo Road & Primary facility acce TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 355 Buses 2 0 2 Buses 0 East Leg Total: 48 20 North Entering: 184 Trucks 12 Trucks 41 East Entering: 25 North Peds: 0 Cars 159 3 162 Cars 130 East Peds: 0 \mathbb{X} Peds Cross: 169 15 Totals 171 Peds Cross: \bowtie Totals Nauvoo Road Trucks Buses Totals Cars 23 0 24 0 Primary facility access Trucks Buses Totals Cars 9 23 Nauvoo Road \bowtie Cars 160 Cars 129 6 135 Peds Cross: Trucks 8 Trucks 18 2 20 South Peds: 0 2 0 Buses **Buses** 0 0 South Entering: 155 Totals South Leg Total: 325 Totals 170

Comments

Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007005 Intersection: Person(s) who counted: Nauvoo Road & Primary facility acce TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 298 Buses 0 0 Buses 0 East Leg Total: 75 40 North Entering: 141 Trucks 19 21 Trucks 41 East Entering: North Peds: 0 Cars 99 2 101 Cars 116 East Peds: 0 Peds Cross: 118 23 Totals 157 Peds Cross: \bowtie Totals Nauvoo Road Trucks Buses Totals Cars 24 0 30 12 15 0 Primary facility access Trucks Buses Totals Cars 10 0 33 Nauvoo Road \bowtie Cars 108 Cars 110 8 118 Peds Cross: Trucks 22 Trucks 17 2 19 South Peds: 0 0 0 Buses **Buses** 0 0 South Entering: 137 Totals South Leg Total: 267 Totals 130

Comments

Specified Period Afternoon Peak Diagram One Hour Peak From: 16:00:00 From: 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Watford Clear Site #: 000007005 Intersection: Person(s) who counted: Nauvoo Road & Primary facility acce TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 354 Buses 0 0 Buses 0 East Leg Total: 18 11 North Entering: 178 Trucks 11 0 Trucks 13 East Entering: North Peds: 0 Cars 167 0 167 Cars 163 East Peds: 0 \mathbb{X} Peds Cross: 178 0 Totals 176 Peds Cross: Totals Nauvoo Road Trucks Buses Totals Cars 0 13 5 Primary facility access Trucks Buses Totals Cars 0 0 Nauvoo Road \bowtie Cars 171 Cars 153 153 Peds Cross: Trucks 12 Trucks 10 0 10 South Peds: 0 0 0 Buses **Buses** 0 0 South Entering: 163 Totals South Leg Total: 346 Totals 183

Comments

Total Count Diagram

Municipality: Watford

Site #: 000007005

Intersection: Nauvoo Road & Primary facility acce

TFR File #:

Count date: 22-Nov-2022 Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

North Entering: 1073 North Peds: Peds Cross:

North Leg Total: 2144

Buses 0 6 190 Trucks 100 90 Cars 864 13 877 970 103 Totals

Buses 1 Trucks 207 Cars 863 Totals 1071

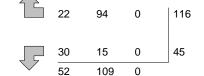
Major Road: Nauvoo Road runs N/S

East Leg Total: 301 East Entering: 161 East Peds: 0 Peds Cross:

Trucks Buses Totals









Cars



873

Trucks Buses Totals Cars 45 140

Cars 894 Trucks 115 6 Buses Totals 1015

Cars 841 32 Trucks 5 118 113 1 **Buses** 1 Totals

 \bowtie Peds Cross: South Peds: 0 South Entering: 992 South Leg Total: 2007

Comments

Nauvoo Road & Primary facility access Traffic Count Summary

Intersection:	Nauvoo	Road &	Primary	facility a	C(Count [Date: 22-Nov-20	-2022 Municipality: Watford						
	North	Appro	ach Tot	als					Soutl	h Appro	ach Tot	als	
	Include	es Cars, T	rucks, & B	uses		North/South					rucks, & E		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 14:00:00 16:00:00 17:00:00 18:00:00	0 19 14 0 23 21 25 0 1	0 138 155 0 105 108 135 0 163 166	0 0 0 0 0 0 0 0	0 157 169 0 128 129 160 0 164 166	0 0 0 0 0 0 0 0 0	0 310 319 0 235 268 278 0 335	7:00 8:00 9:00 11:00 12:00 13:00 14:00 16:00 17:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00	0 0 0 0 0 0 0 0	0 143 143 0 100 131 115 0 169 154	0 10 7 0 7 8 3 0 2 0	101a 0 153 150 0 107 139 118 0 171 154	0 0 0 0 0 0 0 0
Totals:			0 ach Tota		0	2065			0 Wes	955 t Appro	37 ach Tot	992 als	0
Hour	Include	es Cars, I	rucks, & B	Grand	Total	East/West Total	Ηοι	ır	Includ	es Cars, I	rucks, & E	Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	ng	Left	Thru	Right	Total	Peds
7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 14:00:00 16:00:00 17:00:00 18:00:00	0 3 5 0 12 8 7 0 6 4	00000000	0 14 21 0 20 27 15 0 13 6	0 17 26 0 32 35 22 0 19 10	0 0 0 0 0 0 0	0 17 26 0 32 35 22 0 19	7:00 8:00 9:00 11:00 12:00 13:00 14:00 17:00 18:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00	0 0 0 0 0 0 0 0	0000000	0000000	00000000	0 0 0 0 0 0 0
Totals:	45	0	116	161	0	161			0	0	0	0	0
			Calc	ulated V		or Traffic Cr	ossin	g Ma	ajor Stre	eet			
Hours End Crossing		8:00 3	9:00 5	12:00 12	13:00 8		14	1:00 7	16:00 0	17:00 6	18:00 4		

Morning Peak Diagram Specified Period One Hour Peak From: 8:00:00 From: 7:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 358 Buses 1 0 Buses 1 East Leg Total: 117 8 North Entering: 171 Trucks 2 1 Trucks 20 East Entering: North Peds: Cars 39 103 16 158 Cars 166 East Peds: 0 Peds Cross: Totals 42 112 17 Totals 187 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 130 137 0 15 0 1 28 1 10 Confederation Line Buses Trucks Cars Totals Confederation Line 0 3 55 58 0 26 2 43 45 Trucks Buses Totals 0 Cars 122 59 0 64 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 154 Cars 64 19 179 West Peds: 2 Trucks 8 Trucks 2 17 2 21 South Peds: 0 5 2 West Entering: 129 Buses Buses 0 South Entering: 202 West Leg Total: 266 Totals 67 South Leg Total: 369 Totals 167

Mid-day Peak Diagram Specified Period One Hour Peak From: 11:00:00 From: 11:45:00 To: 14:00:00 To: 12:45:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 330 Buses 0 0 0 Buses 0 East Leg Total: 100 21 North Entering: 166 Trucks 6 14 1 Trucks 17 East Entering: North Peds: 0 Cars 35 100 10 145 Cars 147 East Peds: n Peds Cross: Totals 41 114 11 Totals 164 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 9 104 113 0 13 20 0 21 17 18 Confederation Line Buses Trucks Cars **Totals** Confederation Line 0 2 36 38 0 18 19 45 Trucks Buses Totals 0 0 45 Cars 99 44 0 48 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 162 Cars 49 100 16 165 West Peds: 2 Trucks 15 Trucks 2 2 17 South Peds: 0 13 0 0 0 West Entering: 102 Buses Buses 0 South Entering: 182 West Leg Total: 215 Totals 51 South Leg Total: 359 Totals 177

Afternoon Peak Diagram Specified Period One Hour Peak From: 16:00:00 From: 16:00:00 To: 18:00:00 To: 17:00:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 404 Buses 0 0 Buses 0 East Leg Total: 182 12 North Entering: 206 Trucks 0 12 0 Trucks 13 East Entering: 88 North Peds: 0 Cars 17 153 23 193 Cars 185 East Peds: n Peds Cross: Totals 17 166 23 Totals 198 Peds Cross: ⋈ Nauvoo Road Trucks Buses Totals Buses Trucks Cars Totals Cars 87 88 2 0 28 27 0 0 27 31 0 33 Confederation Line 0 Buses Trucks Cars Totals Confederation Line 0 2 34 36 0 33 35 43 44 Trucks Buses Totals 0 1 Cars 92 110 0 94 Nauvoo Road \mathbb{X} Peds Cross: 204 Peds Cross: \bowtie Cars 227 Cars 43 125 36 West Peds: 7 Trucks 15 0 10 South Peds: 2 Trucks 1 9 0 West Entering: 115 Buses Buses 0 0 South Entering: 214 West Leg Total: 203 South Leg Total: 457 Totals 243 Totals 44

Total Count Diagram

Municipality: Watford

Site #: 000007003

Intersection: Nauvoo Road & Confederation Line

TFR File #:

North Leg Total: 2331

North Entering: 1190

North Peds:

Peds Cross:

Count date: 22-Nov-2022 Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Buses 1 0 8 118 Trucks 17 89 12 Cars 202 747 115 1064

Totals 220 843 127 Major Road: Nauvoo Road runs N/S

Trucks 110 Cars 1028

Buses 3

Totals 1141

East Leg Total: 910 East Entering: 444 East Peds: 0 Peds Cross:

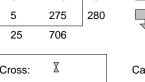
Buses Trucks Cars Totals 31 658 694

 \bowtie



Confederation Line

Buses	Trucks	Cars	Totals
0	12	255	267
0	8	255176275	184
0	5	275	280
0	25	706	'











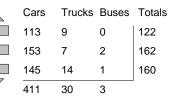






Nauvoo Road





Confederation Line



Cars	303	660	149	1112
Trucks	7	89	6	102
Buses	2	3	0	5
Totals	312	752	155	•

Cars	Trucks	Buses	Totals
440	26	0	466

Peds Cross: \bowtie South Peds: 3 South Entering: 1219 South Leg Total: 2502

Nauvoo Road & Confederation Line Traffic Count Summary

Intersection: Nauvoo Road & Confederation Line Count Date: 22-Nov-2022 Municipality: Watford													
			ach Tot						Soutl	n Appro	ach Tot	Totals	
l	Include	es Cars, T	rucks, & B			North/South			Include	es Cars, T	rucks, & B		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00	15	81	33	129	0	312	8:00		58	110	15	183	1
9:00:00	17	112	42	171	0	373	9:00 11:00		67	114	21	202	0
12:00:00	0 20	0 104	0 27	0 151	0	312	12:00		0 37	0 103	0 21	0 161	0 0
13:00:00	7	114	36	157	0		13:00		45	102	19	166	ő
14:00:00	13	113	33	159	Ö		14:00		32	88	15	135	ő
16:00:00	0	0	0	0	0	0	16:00	0:00	0	0	0	0	0
17:00:00	23	166	17	206	0		17:00		44	134	36	214	0 2 0
18:00:00	32	153	32	217	0	375	18:00	0:00	29	101	28	158	0
Totals:	127	843	220	1190	0	2409			312	752	155	1219	3
			rucks, & B								ach Tota rucks, & B		
Hour				Grand	<u>T</u> otal	East/West Total	_Hou					Grand	<u>T</u> otal
7:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0	Approaches 0	7:00	-	Left 0	Thru 0	Right 0	Total 0	Peds 0
8:00:00	12	27	13	52	0	173	8:00		62	29	30	121	
9:00:00	10	28	15	53	Ö	182	9:00		58	26	45	129	2
11:00:00	0	0	0	0	0	0			0	0	0	0	0
12:00:00	24	23	10	57	0		12:00		30	23	30	83	3 2 0 0 3
13:00:00	18	18	18	54	0		13:00		36	19	52	107	3
14:00:00 16:00:00	25 0	16 0	20 0	61 0	0		14:00 16:00		25 0	27 0	41 0	93	4 0
17:00:00	33	27	28	88	0		17:00		36	35	44	115	7
18:00:00	38	23	18	79	ő	162	18:00		20	25	38	83	ó
Totals:	160	162	122	444	0	1175			267	184	280	731	19
			Calc	ulated V	'alues f	or Traffic Cr	ossin	g M	ajor Stre	eet			
Hours En Crossing		8:00 104	9:00 96	12:00 77	13:00 73		14	1:00 77	16:00 0	17:00 106	18:00 83		

Nauvoo Road & Confederation Line **Morning Peak Diagram Specified Period** One Hour Peak From: 7:00:00 From: To: 9:00:00 To: Weather conditions: Municipality: Watford Clear Site #: 5000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Peds Cross: Totals 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Confederation Line Cyclists Trucks Cars Totals Confederation Line 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 South Entering: 0 West Entering: 0 Cyclists 0 Cyclists 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road & Confederation Line **Mid-day Peak Diagram Specified Period** One Hour Peak From: 11:00:00 From: To: 14:00:00 To: Weather conditions: Municipality: Watford Clear Site #: 5000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 \mathbb{X} Totals 0 Peds Cross: Totals 0 0 0 Peds Cross: Nauvoo Road Cyclists Trucks Cars Trucks Cyclists Totals Totals 0 0 0 0 0 0 0 Confederation Line Cyclists Trucks Cars Totals Confederation Line 0 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road & Confederation Line **Afternoon Peak Diagram Specified Period One Hour Peak From:** 16:15:00 From: 16:00:00 To: 17:15:00 18:00:00 To: Weather conditions: Municipality: Watford Clear Site #: 5000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 1 Cyclists 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 1 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 \mathbb{X} Totals 0 Peds Cross: Peds Cross: Totals 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 0 0 Confederation Line Cyclists Trucks Cars Totals Confederation Line 0 0 0 0 0 0 1 Trucks Cyclists Totals 1 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 Cyclists 2 South Entering: 0 West Entering: 1 Cyclists 0 0 West Leg Total: 1 Totals 2 Totals 0 South Leg Total: 2 **Comments**

Total Count Diagram

Municipality: Watford Weather conditions: Site #: Clear 5000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 1 Cyclists 0 0 Cyclists 0 East Leg Total: 0 Trucks 0 Trucks 0 North Entering: 1 0 East Entering: East Peds: North Peds: Cars 0 0 0 0 Cars 0 0 \mathbb{X} Totals 0 Peds Cross: Peds Cross: Totals 0 0 Nauvoo Road Cyclists Trucks Cars Totals Trucks Cyclists Totals 0 0 0 0 0 0 Confederation Line Cyclists Trucks Cars Totals Confederation Line 0 0 0 0 0 1 Trucks Cyclists Totals 1 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 1 Cyclists 2 South Entering: 0 Cyclists 0 0 West Leg Total: 1 Totals 2 Totals 0 South Leg Total: 2

Nauvoo Road & Confederation Line Traffic Count Summary

Intersection:	ntersection: Nauvoo Road & Confederation Lin Count Date: 22-Nov-2022 Municipality: Watford												
	North	n Appro	ach Tot	als					Soutl	n Appro	ach Tot	als	
11	Include	es Cars, T	rucks, & C		T-1-1	North/South			Include	s Cars, T	rucks, & C		Taral
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00		0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00		0	0	0	0	0
11:00:00 12:00:00	0	0	0	0	0	0	11:00 12:00		0	0	0	0	0
13:00:00	0	0	0	0	0	0	13:00		0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00		0	0	0	0	0
16:00:00	Ö	Ö	Ö	Ö	Ö	Ö	16:00		ő	Ö	Ö	ő	Ö
17:00:00	0	1	0	1	0	1	17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00	0:00	0	0	0	0	0
Totals:	0	1	0	1	0	1			0	0	0	0	0
	East	Appro	rucks, & C	als				1	West	Appro	ach Totarucks, & C	als	
Hour	Include	es Cars, i	Tucks, & C	Grand	Total	East/West Total	Hou	ır	Include	es Cars, T	rucks, & C	Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	ng	Left	Thru	Right	Total	Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00 9:00:00	0	0	0	0	0	0	8:00 9:00		0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00		0	0	0	0	0
12:00:00	ő	0	Ö	0	0	Ŏ	12:00		ő	0	0	Ö	0
13:00:00	0	0	0	0	0	0	13:00		0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00		0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00		0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	1	18:00	J.00	0	0	1	41	U
Totals:	0	0		0	0	1	!	P.C	0	0	1	1	0
	al!.a -	0.00				or Traffic Cr		_	-		40.00		
Hours En Crossing		9:00 0		12:00 0	13:00 0		14	1:00 0	16:00 0	17:00 0	18:00 0		

Specified Period Morning Peak Diagram One Hour Peak From: 7:00:00 From: 7:45:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Watford Rain Site #: 0000003401 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 WB o TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 264 Heavys 0 8 Heavys 11 East Leg Total: 82 2 North Entering: 133 Trucks 2 0 Trucks 6 East Entering: North Peds: 0 Cars 123 0 123 Cars 114 East Peds: 0 \mathbb{X} Peds Cross: 133 0 Totals 131 Peds Cross: \bowtie Totals Nauvoo Road Trucks Heavys Totals Cars 15 5 2 22 20 60 53 22 Highway 402 WB off-ramp Cars Trucks Heavys Totals 0 0 0 Nauvoo Road \bowtie Cars 161 Cars 0 99 Peds Cross: Trucks 4 Trucks 0 1 South Peds: 0 1 9 9 Heavys 28 Heavys 0 South Entering: 109 Totals South Leg Total: 302 Totals 193

Comments

Specified Period Mid-day Peak Diagram One Hour Peak From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Rain Site #: 0000003401 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 WB o TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 278 Heavys 15 0 15 Heavys 19 East Leg Total: 56 4 North Entering: 130 Trucks 4 0 Trucks 9 East Entering: North Peds: 0 Cars 111 0 111 Cars 120 East Peds: 0 \mathbb{X} Peds Cross: 130 0 Totals 148 Peds Cross: \bowtie Totals Nauvoo Road Trucks Heavys Totals Cars 20 3 24 32 10 30 25 Highway 402 WB off-ramp Cars Trucks Heavys Totals 0 0 0 Nauvoo Road \bowtie Cars 121 Cars 100 0 100 Peds Cross: Trucks 4 Trucks 0 8 South Peds: 0 8 Heavys 37 Heavys 16 0 16 South Entering: 124 Totals South Leg Total: 286 Totals 162

Comments

Specified Period Afternoon Peak Diagram One Hour Peak From: 16:00:00 From: 16:45:00 To: 18:00:00 To: 17:45:00 Weather conditions: Municipality: Watford Rain Site #: 0000003401 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 WB o TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 316 Heavys 3 0 3 Heavys 8 East Leg Total: 65 3 North Entering: 152 Trucks 3 0 Trucks 2 East Entering: North Peds: 0 Cars 146 0 146 Cars 154 East Peds: 0 \mathbb{X} Peds Cross: 152 0 Totals 164 Peds Cross: \bowtie Totals Nauvoo Road Trucks Heavys Totals Cars 29 2 31 34 2 Highway 402 WB off-ramp Cars Trucks Heavys Totals 0 0 0 Nauvoo Road \bowtie Cars 180 Cars 125 0 125 Peds Cross: Trucks 3 Trucks 2 0 2 South Peds: 0 6 Heavys 3 Heavys 6 0 South Entering: 133 Totals South Leg Total: 319 Totals 186

Comments

Total Count Diagram

Municipality: Watford

Site #: 0000003401

Intersection: Nauvoo Road & Highway 402 WB o

TFR File #:

North Leg Total: 1806

North Entering: 860

North Peds:

Peds Cross:

Count date: 21-May-2025

 \bowtie

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

Heavys 74 0 74 27 Trucks 27 0 Cars 759 0 759 860 0 Totals

Heavys 85 Trucks 39 Cars 822 Totals 946

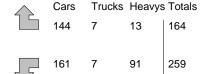
Major Road: Nauvoo Road runs N/S

East Leg Total: 423 East Entering: 423 East Peds: 0 \mathbb{X}

Peds Cross:







Cars

305

678

32

72

Highway 402 WB off-ramp





0

0



104

Cars 920 Trucks 34 Heavys 165 Totals 1119

Cars 678 Trucks 32 72 Heavys Totals

Peds Cross: \bowtie South Peds: 0

South Entering: 782 South Leg Total: 1901

Comments

Nauvoo Road @ Highway 402 WB off-ramp Traffic Count Summary

Intersection:	Nauvoo	Road &	Highway	/ 402 WE	3 (Count [Date: 21-May-2	r-2025 Municipality: Watford						
	North	Appro	ach Tot	als					Soutl	h Appro	ach Tot	tals	
	Include	es Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	leavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 17:00:00 18:00:00	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 106 142 0 125 110 118 0 117 142	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 106 142 0 125 110 118 0 117 142		Approaches 0 203 227 0 229 221 226	7:00 8:00 9:00 11:00 12:00 13:00 14:00 16:00 17:00	ing 0:00 0:00 0:00 0:00 0:00 0:00 0:00	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 97 85 0 104 111 108 0 144 133	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Totals:	0 East	860 Approa	0 ach Tota	860 als	0	1642			0 West	782 t Appro	0 ach Tot	als	0
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hou Endi	ur	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00 17:00:00 18:00:00	0 38 53 0 34 29 40 0 29 36	00000000	0 20 20 0 18 21 15 0 31 39	0 58 73 0 52 50 55 0 60 75	0 0 0 0 0 0 0	0 58 73 0 52 50 55 0 60 75	16:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00	000000000000000000000000000000000000000	0000000	000000000000000000000000000000000000000	00000000000	00000000
Totals:	259 ding:	8:00	164 Calc 9:00	423 ulated V 12:00	0 /alues f 13:00	423 or Traffic Cr	ossin	ı g M 4:00	-	0 eet 17:00	18:00	0	0
Crossing		38	53	34	29		•	40	0	29	36		

Specified Period Morning Peak Diagram One Hour Peak From: 7:00:00 From: 7:45:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Watford Rain Site #: 0000003402 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 EB o TFR File #: Count date: 1-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 306 Heavys 0 27 27 Heavys 9 North Entering: 166 Trucks 0 Trucks 4 North Peds: Cars 0 138 138 Cars 127 Peds Cross: Totals 0 166 Totals 140 \bowtie Nauvoo Road Heavys Trucks Cars Totals Highway 402 EB off-ramp Heavys Trucks Cars Totals 0 15 16 37 42 0 5 Nauvoo Road \mathbb{X} Peds Cross: Cars 175 Cars 0 112 Peds Cross: M West Peds: 0 Trucks 6 Trucks 0 4 4 South Peds: 0 8 West Entering: 58 Heavys 27 Heavys 0 South Entering: 124 West Leg Total: 58 Totals 0 South Leg Total: 332 Totals 208

Comments

Specified Period Mid-day Peak Diagram One Hour Peak From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Rain Site #: 0000003402 Intersection: Person(s) who counted: Nauvoo Road & Highway 402 EB o TFR File #: Count date: 1-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 289 Heavys 0 35 35 Heavys 22 6 North Entering: 141 Trucks 0 Trucks 9 North Peds: Cars 0 100 100 Cars 117 Peds Cross: Totals 0 141 Totals 148 \bowtie Nauvoo Road Heavys Trucks Cars Totals Highway 402 EB off-ramp Heavys Trucks Cars Totals 2 8 11 22 3 0 25 Nauvoo Road \mathbb{X} Peds Cross: Cars 122 Cars 0 109 109 Peds Cross: M West Peds: 0 Trucks 6 Trucks 0 7 7 South Peds: 0 West Entering: 36 Heavys 38 Heavys 0 21 21 South Entering: 137 West Leg Total: 36 Totals 0 South Leg Total: 303 Totals 166

Comments

Specified Period Afternoon Peak Diagram One Hour Peak From: 16:00:00 From: 16:15:00 To: 18:00:00 To: 17:15:00 Weather conditions: Municipality: Watford Rain Site #: 0000003402 Intersection: Nauvoo Road & Highway 402 EB o Person(s) who counted: TFR File #: Count date: 1-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 322 Heavys 0 2 Heavys 10 3 North Entering: 134 Trucks 0 Trucks 1 North Peds: Cars 0 129 129 Cars 177 Peds Cross: Totals 0 134 Totals 188 \bowtie Nauvoo Road Heavys Trucks Cars Totals Highway 402 EB off-ramp Heavys Trucks Cars Totals 0 23 23 3 0 35 38 Nauvoo Road \mathbb{X} Peds Cross: Cars 164 Cars 0 154 Peds Cross: M West Peds: 0 Trucks 3 Trucks 0 1 1 South Peds: 0 Heavys 5 West Entering: 61 Heavys 0 10 10 South Entering: 165 West Leg Total: 61 Totals 0 South Leg Total: 337 Totals 172

Comments

Total Count Diagram

Municipality: Watford

Site #: 0000003402

Intersection: Nauvoo Road & Highway 402 EB o

TFR File #:

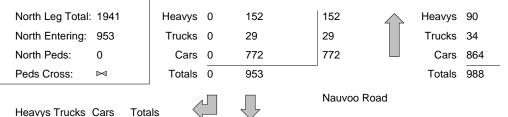
Count date: 1-May-2025 Weather conditions:

Rain

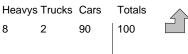
Person(s) who counted:

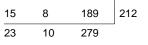
** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S









 \mathbb{X} Peds Cross: West Peds: 0 West Entering: 312 West Leg Total: 312

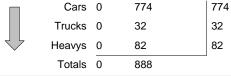












Peds Cross: M South Peds: 0 South Entering: 888 South Leg Total: 2053

Comments

Nauvoo Road @ Highway 402 EB off-ramp Traffic Count Summary

Intersection:	Nauvoo	Road &	Highwa	y 402 EE	3 (Count [Date: 1-May-20	r-2025 Municipality: Watford						
	North	Appro	ach Tot	als					Soutl	h Appro	ach Tot	als	
	Include	s Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Endina	Left	Thru	Right	Grand Total	Total Peds	Total	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 14:00:00 16:00:00 17:00:00 18:00:00	0 0 0 0 0 0 0 0 0	Thru 0 113 173 0 130 118 140 0 127 152	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 113 173 0 130 118 140 0 127 152	Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	241 250 0	Endi 7:00 8:00 9:00 11:00 12:00 13:00 14:00 16:00 18:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:0	0 0 0 0 0 0 0 0 0	Thru 0 140 97 0 123 123 110 0 155 140	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 140 97 0 123 123 110 0 155 140	Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Totals:	0 East	953 Approa	0 ach Tota	953	0	1841			0 West	888 t Appro	0 ach Tot	888 als	0
Hour	Left	Thru		Grand Total	Total Peds	East/West Total	_Hoi	ur	Left	Thru		Grand	Total Peds
Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 14:00:00 16:00:00 17:00:00 18:00:00	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	Approaches 0 36 49 0 31 39 41 0 64 52	Endi 7:00 8:00 9:00 11:00 12:00 13:00 14:00 17:00 18:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00	0 6 11 0 8 12 13 0 25 25	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 30 38 0 23 27 28 0 39 27	Total 0 36 49 0 31 39 41 0 64 52	000000000000000000000000000000000000000
Totals:	0	0	0	0	0	312			100	0	212	312	0
			Calc	ulated V		or Traffic Cr	ossin	g M					
Hours En Crossing		8:00 6	9:00 11	12:00 8	13:00 12			4:00 13	-	17:00 25	18:00 25		

Morning Peak Diagram Specified Period

Municipality: Watford
Site #: 0000003403

Site #: 0000003403
Intersection: Nauvoo Road & Nauvoo Road

TFR File #: 1

North Leg Total: 379

North Entering: 205

North Peds:

Peds Cross:

Count date: 21-May-2025

0

⋈

Weather conditions:

9:00:00

From: 7:00:00

Rain

Nauvoo Road

To:

Person(s) who counted:

** Non-Signalized Intersection **

 Heavys
 0
 23
 3
 26

 Trucks
 0
 7
 0
 7

 Cars
 2
 165
 5
 172

195

8

Heavys 29
Trucks 8
Cars 137
Totals 7174

Major Road: Nauvoo Road runs N/S

East Leg Total: 43
East Entering: 19
East Peds: 0
Peds Cross: \[\bigsigma \]

One Hour Peak From: 7:45:00

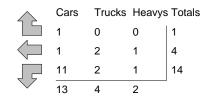
8:45:00

To:

Heavys Trucks Cars Totals

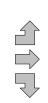






Nauvoo Road

Heavys	Trucks	Cars	Tota
0	0	5	5
0	1	3	4
1	0	7	8
1	1	15	



Totals 2





Cars

18



Peds Cross:

West Peds: 0

West Entering: 17

West Leg Total: 28

Cars 183
Trucks 9
Heavys 25
Totals 217

Nauvoo Road

 Cars
 4
 131
 10
 145

 Trucks
 0
 8
 2
 10

 Heavys
 1
 29
 0
 30

 Totals
 5
 168
 12

Peds Cross:
South Peds: 0
South Entering: 185
South Leg Total: 402

Trucks Heavys Totals

24

3

Comments

Nauvoo Road @ Zion Line Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Rain Site #: 0000003403 Intersection: Person(s) who counted: Nauvoo Road & Nauvoo Road TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 355 Heavys 1 34 2 37 Heavys 41 East Leg Total: 42 0 6 North Entering: 173 Trucks 1 Trucks 8 East Entering: 22 North Peds: Cars 4 124 2 130 Cars 133 East Peds: 0 \mathbb{X} Peds Cross: Totals 6 163 4 Totals 182 Peds Cross: ⋈ Nauvoo Road Heavys Trucks Cars Trucks Heavys Totals Totals 11 13 3 0 0 3 0 12 11 Nauvoo Road Heavys Trucks Cars Totals Nauvoo Road 0 2 0

West Peds: 0 West Entering: 14

0

Peds Cross:

0

West Leg Total: 27

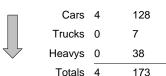


8

8

 \mathbb{X}





Nauvoo Road

Trucks Heavys Totals 2 16 20 Peds Cross: \bowtie

Cars

11

1

0

143

8

38

South Peds: 0 South Entering: 189 South Leg Total: 372

Comments

Nauvoo Road @ Zion Line **Afternoon Peak Diagram Specified Period One Hour Peak** From: 16:00:00 **From:** 16:15:00 To: 17:15:00 18:00:00 To: Weather conditions: Municipality: Watford Site #: Rain 0000003403 Intersection: Person(s) who counted: Nauvoo Road & Nauvoo Road TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 381 Heavys 0 0 6 Heavys 17 East Leg Total: 57 2 Trucks 0 North Entering: 177 2 0 Trucks 1 East Entering: 39 North Peds: Cars 5 158 6 169 Cars 186 East Peds: 0 \mathbb{X} Totals 204 Peds Cross: Totals 5 166 6 Peds Cross: ⋈ Nauvoo Road Heavys Trucks Cars Totals Trucks Heavys Totals Cars 29 10 11 0 0 11 18 0 18 Nauvoo Road 38 Heavys Trucks Cars Totals Nauvoo Road 0 0 0 3 7 8 Trucks Heavys Totals 0 1 Cars 0 18 18 Nauvoo Road \mathbb{X} Peds Cross: 198 Peds Cross: \bowtie Cars 183 Cars 13 176 9 West Peds: 0 Trucks 3 Trucks 1 0 2 South Peds: 0 West Entering: 12 Heavys 6 Heavys 2 18 16 0 South Entering: 218 West Leg Total: 44 Totals 16 South Leg Total: 410 Totals 192 **Comments**

Nauvoo Road @ Zion Line

Total Count Diagram

Municipality: Watford

Site #: 0000003403

Intersection: Nauvoo Road & Nauvoo Road

TFR File #:

North Leg Total: 2370

North Entering: 1172

North Peds:

Peds Cross:

Count date: 21-May-2025 Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

167 Heavys 1 157 9 38 Trucks 2 36 0

Cars 29 914 24 Totals 32 1107 33 Major Road: Nauvoo Road runs N/S

Heavys 196 Trucks 49 Cars 953

Totals 1198

East Leg Total: 311 East Entering: 160 East Peds: 0 \mathbb{X} Peds Cross:

Totals Heavys Trucks Cars

⋈

101 113



Nauvoo Road



Trucks Heavys Totals Cars 0 36 1 32 2 92

10

Nauvoo Road

Heavys	Trucks	Cars	Totals
2	1	19	22
1	3	23	27
2	5	50	57
5	9	92	





967

Nauvoo Road

129



10

 \mathbb{X} Peds Cross: 0 West Peds: West Entering: 106

West Leg Total: 219

Cars 1048 Trucks 47 Heavys 161 Totals 1256

Nauvoo Road

1030 Cars 43 905 82 Trucks 3 7 58 48 Heavys 3 2 187 192 Totals 49 1140

Peds Cross: \bowtie South Peds: 0 South Entering: 1280

South Leg Total: 2536

12

151

Comments

Nauvoo Road @ Zion Line Traffic Count Summary

Intersection: Nauvoo Road & Nauvoo Road					Count E	Date: 21-May-2	025	Munio	nicipality: Watford						
North Approach Totals Includes Cars, Trucks, & Heavys							South Approach Totals Includes Cars, Trucks, & Heavys								
	Includ	es Cars, T	rucks, & H			North/South			Include	es Cars, T	rucks, & H				
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds		
7:00:00	0	0	0	0	0	0	7:00	00:0	0	0	0	0	0		
8:00:00	9	128	4	141	0	329	8:00		4	170	14	188	0		
9:00:00	5	206	1	212	0	374	9:00		4	146	12	162	0		
11:00:00	0	0	0	153	0	0			0	165	0	101	0		
12:00:00 13:00:00	5 3	144 143	4 7	153 153	0		12:00 13:00		2 5	165 159	14 15	181 179	0 0		
14:00:00	2	162	3	167	0		14:00		11	152	11	174	0		
16:00:00	0	0	0	0	Ö		16:00		Ö	0	o	0	Ö		
17:00:00	4	161	7	172	Ō		17:00		16	188	9	213	0		
18:00:00	5	163	6	174	0		18:00		7	160	16	183	0		
Totals:	33	1107	32	1172	0	2452			49	1140	91	1280	0		
	East	Approa	ach Tota rucks, & H	als							ach Tota rucks, & H				
Hour				Grand	Total	East/West Total	Ноц					Grand	Total		
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	-	Left	Thru	Right	Total	Peds		
7:00:00 8:00:00	0 12	0 3	0 5	0 20	0	0 31	7:00 8:00		0	0 2	0 6	0 11	0 0		
9:00:00	16	3	2	21	0	43	9:00		5	4	13	22	0		
11:00:00	0	0	0	0	Ö	0			ő	0	0	0	Ö		
12:00:00	9	5	3	17	0		12:00		5	6	8	19	0		
13:00:00	12	1	8	21	0		13:00		1	3	8	12	0		
14:00:00	11	6	1	18	0		14:00		3	4	9	16	0		
16:00:00 17:00:00	0 14	0 11	0 7	0 32	0 0	47	16:00 17:00		0	0 4	0 9	0 15	0 0		
18:00:00	18	3	10	31	0	42	18:00		2	4	4	11	0		
	. •	·				_	. 0.00			·			Č		
Totals:	92	32				266 or Traffic Cr		_	-		57	106	0		
Totals: Hours En	ding:	8:00						g M a 1:00 20			57 18:00 25	106	0		

Nauvoo Road @ Twin Creeks driveway (320m south o

Morning		n: 7:0	Perio 00:00 00:00	d		ne Ho om: o:)				
Municipality: Site #: Intersection: TFR File #: Count date:	Rain											
** Non-Signaliz	ed Intersec	tion **		Мајо	r Roa	ad: Na	auvoo	Road	l runs l	N/S		
North Leg Total: 501 North Entering: 286 North Peds: 0 Peds Cross:	Heavys Trucks Cars Totals	16 5 236 257		Nauvoo Ro	ad	Heavys Trucks Cars Totals	12 162 215	Cars 3 1 4	East Er East Pe Peds C	eds: ross: s Heavy: 28 1 29	38 0 X	
		ı	Nauvoo Roa	.d				Cars 15	Trucks	Heavy:	s Totals 39	
	Cars Trucks Heavys Totals	6	He	Cars rucks eavys Totals	159 8 13	9 0 1	168 8 14					

Comments

Nauvoo Road @ Twin Creeks driveway (320m south o

Mid-day Po		ecified om: 11 : 14	Fr	One Hour Peak From: 11:30:00 To: 12:30:00								
Intersection: Nau TFR File #: 1	ford 0003404 voo Road May-2025	Rai	Weather conditions: Rain Person(s) who counted:									
** Non-Signalized	Intersec	tion **		Ма	ijor Roa	ad: N	auvoo	Road	l runs	N/S		
North Leg Total: 371 North Entering: 180 North Peds: 0 Peds Cross:	Heavys Trucks Cars Totals	13 1 134 148		35 6 139 Nauvoo	Road	Heavys Trucks Cars Totals	10 143 191	Cars 7 8 15 n Creek	East Er East Pe Peds C	S Heavy	46 0 ℤ	
		٨	Nauvoo Ro	ad	Î			Cars 10	Trucks	s Heavy	s Totals 42	
	Cars Trucks Heavys Totals	5	У Н	Cars Frucks leavys Totals	136 7 14	5 3 2	141 10 16					

Comments

Nauvoo Road @ Twin Creeks driveway (320m south o

Afterno	on Peak	Diagra	am	Specifi From: To:		0		om:	ur Pea 16:15:0 17:15:0	00
Municipality: Site #: Intersection: TFR File #: Count date:	Watford 0000003404 Nauvoo Road 1 21-May-2025	& Twin Cree	eks drive\	Weathe Rain Persor						
* Non-Signal	ized Intersed	ction **		Major I	Road:	Nauvoc	Road	d runs	N/S	
North Leg Total: 41 North Entering: 19 North Peds: 0 Peds Cross:	2 Trucks Cars	5 3 184 192	0 N	auvoo Road	Truc	yys 18 cks 1 ars 201 als 220	Cars 9 4 13 n Creel	East Er East Pe Peds C	eds: sross: 9 0 9	22 0 X
		Na	uvoo Road	1		>	Cars 1	Trucks	s Heavys	s Totals 2
	Cars Trucks Heavys Totals	5	Ca Truc Heav Tota	ks /	192 1 1 0 9 1 202 2	193 1 10				

Comments

Nauvoo Road @ Twin Creeks driveway (320m south o

Total Count Diagram

Municipality: Watford

Site #: 0000003404

Intersection: Nauvoo Road & Twin Creeks drivev

TFR File #:

Count date: 21-May-2025

 \bowtie

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

North Entering: 1256 North Peds: Peds Cross:

North Leg Total: 2529

Heavys 74 87 Trucks 26 23 Cars 1028 18 1128 Totals 128

161 49 1046

Heavys 192 Trucks 59

Major Road: Nauvoo Road runs N/S

Cars 1022 Totals 1273 East Leg Total: 379 East Entering: 210

East Peds: 0 \mathbb{X}

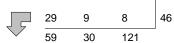
Peds Cross:







Trucks Heavys Totals Cars 21 113 164



Twin Creeks driveway



Trucks Heavys Totals Cars 47 92 169

Cars 1057 Trucks 35 Heavys 82 Totals 1174

Cars 992 29 1021 Trucks 7 45 38 Heavys 79 5 84 Totals 1109

 \bowtie Peds Cross: South Peds: 0

South Entering: 1150 South Leg Total: 2324

Comments

Nauvoo Road @ Twin Creeks driveway (320m south o

				Hall		ount 5						
Intersection:	Nauvoo I	Road &	Twin Cı	reeks dri	Ve Count D	oate: 21-May-2	025 Munic	cipality: Wa	atford			
			ach Tot				,			ach Tot		
Hour	Include	es Cars, Ti	rucks, & H	eavys Grand	Total	North/South Total	Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Ending	Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 20	0 126	0	0 146	0	0 323	7:00:00 8:00:00	0	0 170	0 7	0 177	0
9:00:00	24	211	0	235	0	372	9:00:00	0	127	10	137	0
11:00:00	0	0	ő	0	ő	0	11:00:00	ő	0	0	0	ő
12:00:00	23	139	0	162	0		12:00:00	0	149	9	158	0
13:00:00 14:00:00	26 35	134 144	0	160 179	0		13:00:00 14:00:00	0	147 154	8 4	155 158	0
16:00:00	0	0	0	0	0		16:00:00	0	0	0	0	ő
17:00:00	Ō	188	Ö	188	Ö	384	17:00:00	0	193	3	196	0
18:00:00	0	186	0	186	0	355	18:00:00	0	169	0	169	0
Totals:	128	1128	0	1256	0	2406		0	1109	41	1150	0
i otalo.			-		0	2400						
	East	Approa	ach Tota rucks, & H	als eavys		East/West		West	Appro	ach Tota rucks, & H	als eavys	
Hour Ending	East Include Left	Approa	ach Tota	als	Total Peds		Hour Ending	West Include Left	Appro	ach Tota	als	Total Peds
Hour Ending 7:00:00	East Include Left	Approa es Cars, T Thru	rucks, & H	eavys Grand Total	Total Peds	East/West Total Approaches	7:00:00	West Include Left	t Appro es Cars, T	ach Tota rucks, & H Right	eavys Grand Total 0	Total Peds
Hour Ending 7:00:00 8:00:00	East Include Left 0 3	Approaes Cars, Thru 0 0	rucks, & H Right 0 17	eavys Grand Total 0 20	Total Peds 0	East/West Total Approaches 0 20	7:00:00 8:00:00	West Include Left 0	t Appro es Cars, T Thru 0 0	ach Tota rucks, & H Right 0 0	eavys Grand Total 0 0	Total Peds 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00	Left 0 3 3 0	Approa es Cars, T Thru 0 0 0	Right 0 17 30 0	eavys Grand Total 0 20 33 0	Total Peds 0 0 0	East/West Total Approaches 0 20 33 0	7:00:00 8:00:00 9:00:00 11:00:00	West Include Left 0 0 0 0 0	t Appro es Cars, T Thru 0 0 0	Right 0 0 0 0	eavys Grand Total 0 0 0 0	Total Peds 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00	Left 0 3 3 0 17	Approa es Cars, T Thru 0 0 0 0	Right 0 17 30 0 30	eavys Grand Total 0 20 33 0 47	Total Peds 0 0 0 0	East/West Total Approaches 0 20 33 0 47	7:00:00 8:00:00 9:00:00 11:00:00 12:00:00	West Include Left 0 0 0 0 0 0 0	t Appro es Cars, T Thru 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0	eavys Grand Total 0 0 0 0 0	Total Peds 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00	Left 0 3 3 0 17 9	Approass Cars, Thru O O O O O O O O	Right 0 17 30 0 30 33	eavys Grand Total 0 20 33 0 47 42	Total Peds 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42	7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00	West Include Left 0 0 0 0 0 0	es Cars, T Thru 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00	East Include Left 0 3 3 0 17 9 5 0	Approa es Cars, T Thru 0 0 0 0	Right 0 17 30 0 30 33 18 0	eavys eavys Grand Total 0 20 33 0 47 42 23 0	Total Peds 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00	West Include Left 0 0 0 0 0 0 0 0 0	t Appro es Cars, T Thru 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00 17:00:00	East Include Left 0 3 3 0 17 9 5 0 3	Approases Cars, Tru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 17 30 0 30 33 18 0 23	eavys eavys Grand Total 0 20 33 0 47 42 23 0 26	Total Peds 0 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0 26	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 17:00:00	West Include Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	t Approses Cars, T Thru 0 0 0 0 0 0 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0 0 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00	East Include Left 0 3 3 0 17 9 5 0	Approases Cars, Tru Thru 0 0 0 0 0 0 0 0 0 0 0	Right 0 17 30 0 30 33 18 0	eavys eavys Grand Total 0 20 33 0 47 42 23 0	Total Peds 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0 26	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00	West Include Left 0 0 0 0 0 0 0 0 0	t Approses Cars, T Thru 0 0 0 0 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00 17:00:00	East Include Left 0 3 3 0 17 9 5 0 3	Approases Cars, Tru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 17 30 0 30 33 18 0 23	eavys eavys Grand Total 0 20 33 0 47 42 23 0 26	Total Peds 0 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0 26	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 17:00:00	West Include Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	t Approses Cars, T Thru 0 0 0 0 0 0 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0 0 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 16:00:00 17:00:00	East Include Left 0 3 3 0 17 9 5 0 3	Approases Cars, Tru Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 17 30 0 33 18 0 23 13	eavys eavys Grand Total 0 20 33 0 47 42 23 0 26 19	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0 26 19	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 17:00:00 18:00:00	West Include Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	t Appro es Cars, T Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0 0 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0
Hour Ending 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 14:00:00 16:00:00 17:00:00 18:00:00	East Include Left 0 3 3 0 17 9 5 0 3 6	Approase Cars, Trus O O O O O O O O O O O O O O O O O O O	Right 0 17 30 0 33 18 0 23 13	eavys eavys Grand Total 0 20 33 0 47 42 23 0 26 19	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East/West Total Approaches 0 20 33 0 47 42 23 0 26 19	Finding 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 14:00:00 17:00:00 18:00:00	West Include Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	t Appro es Cars, T Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ach Tota rucks, & H Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	eavys Grand Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Morning Peak Diagram Specified Period One Hour Peak From: 8:00:00 From: 7:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Watford Rain Site #: 0000003405 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 380 Heavys 1 15 0 16 Heavys 13 East Leg Total: 135 3 North Entering: 212 Trucks 0 2 1 Trucks 6 East Entering: Cars 48 North Peds: 118 27 193 Cars 149 East Peds: 0 \mathbb{X} Peds Cross: ⋈ Totals 49 135 28 Totals 168 Peds Cross: Nauvoo Road Heavys Trucks Cars Trucks Heavys Totals Totals Cars 2 135 139 2 20 28 1 30 15 0 16 Confederation Line 60 3 Heavys Trucks Cars Totals Confederation Line 0 51 52 18 20 36 Trucks Heavys Totals 1 0 35 Cars 104 66 0 69 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 168 Cars 59 21 161 4 West Peds: Trucks 3 0 6 South Peds: 0 Trucks 1 10 West Entering: 108 Heavys 16 Heavys 0 10 0 South Entering: 177 West Leg Total: 247 Totals 60 South Leg Total: 364 Totals 187

Comments

Mid-day Peak Diagram Specified Period One Hour Peak From: 11:00:00 From: 11:30:00 To: 14:00:00 To: 12:30:00 Weather conditions: Municipality: Watford Rain Site #: 0000003405 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 361 Heavys 1 14 0 15 Heavys 17 East Leg Total: 145 6 North Entering: 170 Trucks 1 2 3 Trucks 9 East Entering: North Peds: Cars 33 108 8 149 Cars 165 East Peds: n \mathbb{X} Totals 35 Peds Cross: 124 11 Totals 191 Peds Cross: ⋈ Nauvoo Road Trucks Heavys Totals Heavys Trucks Cars Totals 116 119 24 33 0 1 34 21 1 23 Confederation Line 75 3 Heavys Trucks Cars Totals Confederation Line 1 40 43 26 26 Trucks Heavys Totals 45 0 0 45 Cars 111 60 64 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 174 Cars 50 104 26 180 West Peds: 1 Trucks 3 Trucks 0 0 6 South Peds: 0 6 West Entering: 114 Heavys 15 Heavys 0 14 1 15 South Entering: 201 West Leg Total: 233 Totals 50 South Leg Total: 393 Totals 192

Comments

Afternoon Peak Diagram Specified Period One Hour Peak From: 16:00:00 From: 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Watford Rain Site #: 0000003405 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 428 Heavys 0 0 Heavys 9 East Leg Total: 155 3 North Entering: 262 Trucks 0 2 1 Trucks 3 East Entering: North Peds: O Cars 43 188 24 255 Cars 154 East Peds: 0 \mathbb{X} Peds Cross: Totals 43 194 25 Totals 166 Peds Cross: ⋈ Nauvoo Road Heavys Trucks Cars Trucks Heavys Totals Totals Cars 106 106 0 17 23 0 0 23 20 1 21 Confederation Line 60 Heavys Trucks Cars Totals Confederation Line 0 22 23 30 30 Trucks Heavys Totals 47 1 0 46 Cars 91 98 94 Nauvoo Road \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 254 Cars 40 37 192 West Peds: 2 Trucks 2 Trucks 0 1 4 South Peds: 0 3 9 West Entering: 100 Heavys 6 Heavys 0 1 South Entering: 205 West Leg Total: 206 Totals 40 South Leg Total: 467 Totals 262

Comments

Total Count Diagram

Municipality: Watford

Site #: 0000003405

Intersection: Nauvoo Road & Confederation Line

TFR File #: 1

Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

on ^^ | Major Road:

80

32

1161

Nauvoo Road

Major Road: Nauvoo Road runs N/S

North Leg Total: 2516

North Entering: 1273

North Peds: 0

Peds Cross:

 Heavys
 3
 73
 4

 Trucks
 5
 22
 5

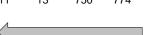
 Cars
 245
 814
 102

 Totals
 253
 909
 111

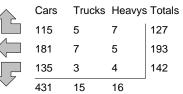
Heavys 86
Trucks 41
Cars 1116
Totals 1243

Heavys Trucks Cars Totals
11 13 750 774

⋈

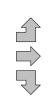






Confederation Line

Heavys	Trucks	Cars	Totals
7	6	277	290
0	4	148 291	152
4	3	291	298
11	13	716	









Cars	Trucks	Heavys	Total
413	14	6	433

Peds Cross:

West Peds: 9

West Entering: 740

West Leg Total: 1514

 Cars
 1240

 Trucks
 28

 Heavys
 81

 Totals
 1349

 Cars
 324
 724
 163
 1211

 Trucks
 1
 30
 5
 36

 Heavys
 3
 72
 2
 77

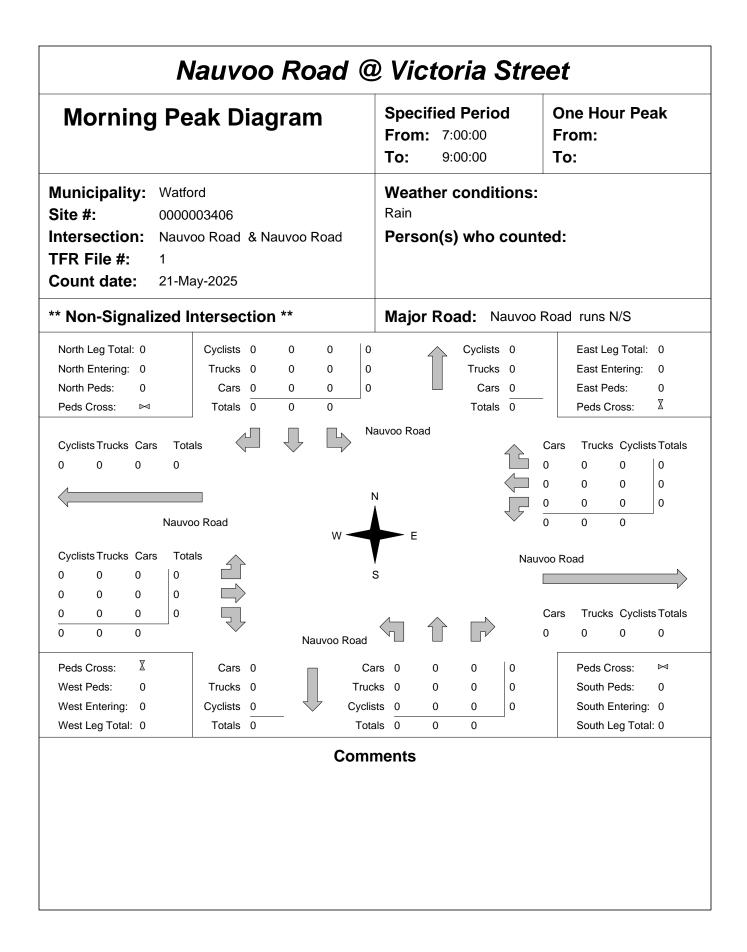
 Totals
 328
 826
 170

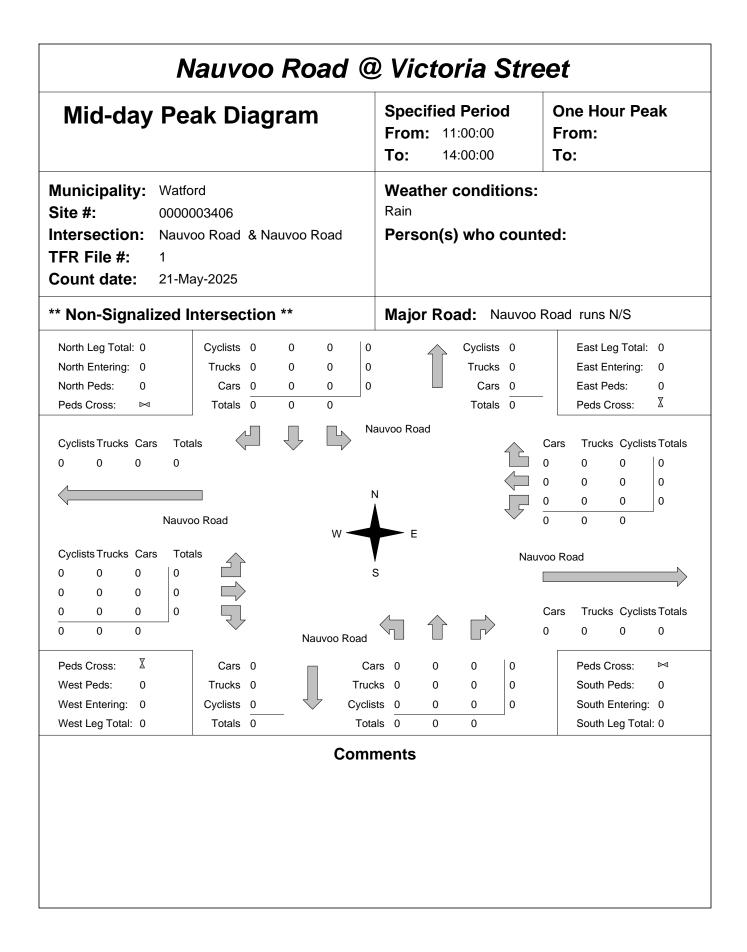
Peds Cross:
South Peds: 0
South Entering: 1324
South Leg Total: 2673

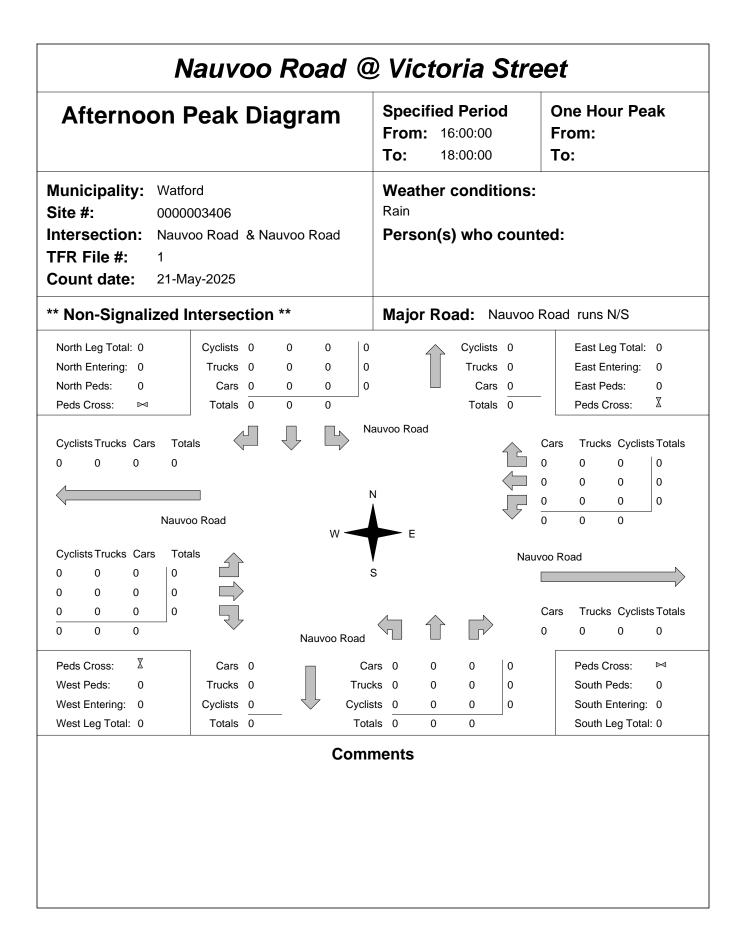
Comments

Nauvoo Road @ Confederation Line Traffic Count Summary

No		Comca	Cidlion L	1	Date: 21-May-20							
, IAC		ach Tota	ale					South		ach Tot	ale	
I Incl	udes Cars, T	rucks. & H	eavvs		No with /Countle					rucks, & H		
Hour			Grand	Total	North/South Total	_Hou					Grand	Total
Ending Left	Thru	Right	Total	Peds	Approaches	Endi		Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 0 5 71	0 29	0 105	0	0 325	7:00 8:00		0 67	0 135	0 18	0 220	0
	8 135	49	212	0	389	9:00		60	96	21	177	0
	0 0	0	0	0	0			0	0	0	177	0
	1 120	33	164	Ő		12:00		42	121	25	188	ő
	1 117	31	159	0		13:00		48	115	20	183	0
	5 122	35	172	0		14:00		41	112	20	173	0
16:00:00	0 0	0	0	0	0			0	0	0	0	0
	172 9 172	38 38	232 229	0	442 402	17:00		34 36	137 110	39 27	210	0
18:00:00	9 172	30	229	0	402	18:00	0.00	36	110	21	173	U
Totals: 11		253	1273	0	2597			328	826	170	1324	0
Ea	ist Approudes Cars, T	ach Tota	ls					West	t Approx	ach Totarucks, & H	als	
Hour			Grand	Total	East/West Total	Hou					Grand	Total
Ending Left	Thru	Right	Total	Peds	Approaches	Endi		Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 0 1 23	0 22	0 56	0	0 188	7:00 8:00		0 57	0 26	0 49	0 132	0
	6 30	20	66	0	174	9:00		52	20	36	108	4
11:00:00	0 0	0	0	Ö	0			0	0	0	0	
12:00:00	4 34	24	82	0	178	12:00	00:0	33	23	40	96	0 2 0
	9 35	13	67	0		13:00		47	24	50	121	
	9 21	15	55	0		14:00		44	17	38	99	0
16:00:00	0 0	0	0	0	0 171	16:00 17:00		0	0	0 46	100	0
	24 24 26	18 15	71 65	0	171 149			31 26	23 19	39	100 84	1 2
				Č								_
Totals: 14	2 193		462	0 Zalues f	1202 or Traffic Cr	neein	a Ma	290	152	298	740	9
Hours Ending:	0.00				or traffic Cr		_	•		10.00		
- DOMES EDOMA.	8:00	9:00	12:00	13:00		14	:00	16:00	17:00	18:00		
Crossing Value		98	91	101			84	0	84	76		







Nauvoo Road @ Victoria Street

Weather conditions:

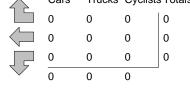
Total Count Diagram

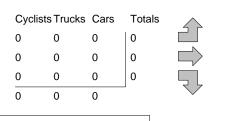
Municipality: Watford

Site #: Rain 0000003406 Intersection: Nauvoo Road & Nauvoo Road Person(s) who counted: TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S Cyclists 0 North Leg Total: 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: East Peds: Cars 0 0 0 0 Cars 0 0 \mathbb{X} Totals 0 Totals 0 Peds Cross: Peds Cross: 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals





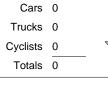


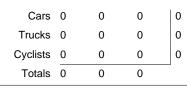




Cars	Trucks	Cyclists	Totals
0	0	0	0
	Peds Cr	oss:	\bowtie

Peds Cross:	X
West Peds:	0
West Entering:	0
West Leg Total:	0





0 0 South Peds: 11 South Entering: 0 South Leg Total: 0

Nauvoo Road

Comments

Nauvoo Road @ Victoria Street Traffic Count Summary

Intersection:	Nauvoo	Road 8	Nauvoc	Road	Count [Date: 21-May-2	025	Munic	cipality: Wa	atford			
	North	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
11	Include	es Cars, T	rucks, & C		T-1-1	North/South			Include	es Cars, T	rucks, & C	-	Tartal
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00		0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00		0	0	0	0	3
11:00:00 12:00:00	0	0	0	0	0	0 0	11:00 12:00		0	0	0 0	0	0
13:00:00	0	0	0	0	0	0	13:00		0	0	0	0	0
14:00:00	0	0	0	0	1	Ö	14:00		0	0	0	Ö	8
16:00:00	Ö	Ö	Ö	Ö	0	Ö	16:00		Ö	Ö	Ö	ő	Ö
17:00:00	0	0	0	0	0	0	17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00	0:00	0	0	0	0	0
Totals:	0	0		0	1	0			0	0	0	0	11
	East	Appro	ach Tota	als					West	t Appro	ach Totarucks, & C	als	
Hour				Grand	Total	East/West Total	Ηοι					Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	_	Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0	0	0	0	0	0 0	7:00 8:00		0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00		0	0	0 0	0	0
11:00:00	0	0	0	ő	0	Ö	11:00		0	0	0	0	0
12:00:00	Ō	0	Ö	Ö	Ō	Ö	12:00		Ō	0	Ö	Ö	0
13:00:00	0	0	0	0	0	0	13:00		0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00		0	0	0	0	0
16:00:00 17:00:00	0	0	0	0	0	0	16:00 17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	0 0	18:00		0	0	0 0	0	0
Totals:	0	0		0	0	0		a. 35	0	0	0	0	0
	alia a	7.00				or Traffic Cr		_	-		40.00		
Hours En Crossing		7:00 0		9:00 3	11:00 0		12	2:00	13:00 0	14:00 9	16:00 0		

Nauvoo Road @ Simcoe Street - south leg **Morning Peak Diagram Specified Period** One Hour Peak From: 7:00:00 From: To: 9:00:00 To: Weather conditions: Municipality: Watford Site #: Rain 0000003407 Intersection: Person(s) who counted: Nauvoo Road & Simcoe Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Totals 0 0 Peds Cross: Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Simcoe Street Cyclists Trucks Cars Totals Simcoe Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: 0 Peds Cross: \bowtie Cars 0 Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Simcoe Street - south leg **Mid-day Peak Diagram Specified Period** One Hour Peak From: 11:00:00 From: To: 14:00:00 To: Weather conditions: Municipality: Watford Site #: Rain 0000003407 Intersection: Person(s) who counted: Nauvoo Road & Simcoe Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Totals 0 0 Peds Cross: Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 0 Simcoe Street Cyclists Trucks Cars Totals Simcoe Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: 0 Peds Cross: \bowtie Cars 0 Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Simcoe Street - south leg **Afternoon Peak Diagram Specified Period** One Hour Peak From: 16:00:00 From: To: 18:00:00 To: Weather conditions: Municipality: Watford Site #: Rain 0000003407 Intersection: Person(s) who counted: Nauvoo Road & Simcoe Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Peds Cross: Totals 0 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Simcoe Street Cyclists Trucks Cars Totals Simcoe Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: M Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Simcoe Street - south leg

Total Count Diagram

Weather conditions: Municipality: Watford Site #: Rain 0000003407 Intersection: Person(s) who counted: Nauvoo Road & Simcoe Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 Trucks 0 Trucks 0 North Entering: 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Peds Cross: Totals 0 0 Nauvoo Road Totals Trucks Cyclists Totals Cyclists Trucks Cars 0 0 0 0 0 0 Simcoe Street Cyclists Trucks Cars Totals Simcoe Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 35 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0

Comments

Nauvoo Road @ Simcoe Street – south leg Traffic Count Summary

Intersection:	Nauvoo	Road 8	Simcoe	Street	Count E	Date: 21-May-2	025	Munio	cipality: Wa	atford			
	North	Appro	ach Tot	als					Soutl	n Appro	ach Tot	als	
	Include	es Cars, T	rucks, & C	yclists		North/South			Include	es Cars, T	rucks, & C	yclists	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00	0:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00		0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00		0	0	0	0	15
11:00:00	0	0	0	0	0	0	11:00		0	0	0	0	0
12:00:00	0	0	0	0	0	0	12:00		0	0	0	0	8
13:00:00 14:00:00	0	0	0	0	0	0 0	13:00 14:00		0	0	0 0	0	10 0
16:00:00	0	0		0	0	0	16:00		0	0	0	0	0
17:00:00	0	0		0	0	0	17:00		0	0	0	0	1
18:00:00	ő	0	0	0	0	ő			0	0	0	0	1
Totals:	0	0	0	0	0	0			0	0	0	0	35
	East	Appro	ach Tota	als					West	Appro	ach Tota	als	
Hour	Include	es Cars, I	rucks, & C	Grand	Total	East/West Total	Hou	ır	Include	es Cars, I	rucks, & C	yclists Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi	ng	Left	Thru	Right	Total	Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00 9:00:00	0	0 0	0	0	0	0 0	8:00 9:00		0	0	0 0	0	0 0
11:00:00	0	0		0	0	0	11:00		0	0	0	0	0
12:00:00	0	0		ő	0	Ö	12:00		Ö	0	0	Ö	ő
13:00:00	Ö	Ö	Ö	Ö	Ö	Ö	13:00		Ö	Ö	Ö	ő	Ö
14:00:00	0	0	0	0	0	0	14:00		0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00		0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00):00	0	0	0	0	0
Totals:	0	0	0	0 ulated V	0	0 or Traffic Cr	ossin	a M	0	0	0	0	0
Houre En	dina:	7.00			11:00			_	-		16:00		
Hours En Crossing		7:00 0	8:00 0	9:00 15	0		12	2:00 8	13:00 10	14:00 0	16:00 0		

Nauvoo Road @ Ontario Street - south leg **Morning Peak Diagram Specified Period** One Hour Peak From: 7:00:00 From: To: 9:00:00 To: Weather conditions: Municipality: Watford Rain Site #: 0000003408 Intersection: Person(s) who counted: Nauvoo Road & Ontario Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Totals 0 0 Peds Cross: Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Ontario Street Cyclists Trucks Cars Totals Ontario Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: 0 Peds Cross: \bowtie Cars 0 Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 5 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Ontario Street - south leg **Mid-day Peak Diagram Specified Period** One Hour Peak From: 11:00:00 From: To: 14:00:00 To: Weather conditions: Municipality: Watford Rain Site #: 0000003408 Intersection: Person(s) who counted: Nauvoo Road & Ontario Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Totals 0 0 Peds Cross: Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 0 Ontario Street Cyclists Trucks Cars Totals Ontario Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 0 Nauvoo Road \mathbb{X} Peds Cross: 0 Peds Cross: \bowtie Cars 0 Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 5 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Ontario Street - south leg **Afternoon Peak Diagram Specified Period** One Hour Peak From: 16:00:00 From: To: 18:00:00 To: Weather conditions: Municipality: Watford Site #: Rain 0000003408 Intersection: Person(s) who counted: Nauvoo Road & Ontario Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 0 North Entering: 0 Trucks 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Totals 0 0 Peds Cross: Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Ontario Street Cyclists Trucks Cars Totals Ontario Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 5 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0 **Comments**

Nauvoo Road @ Ontario Street - south leg

Total Count Diagram

Weather conditions: Municipality: Watford Site #: Rain 0000003408 Intersection: Person(s) who counted: Nauvoo Road & Ontario Street TFR File #: Count date: 21-May-2025 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 0 Cyclists 0 0 0 Cyclists 0 East Leg Total: 0 Trucks 0 North Entering: 0 0 Trucks 0 East Entering: North Peds: Cars 0 0 0 0 Cars 0 East Peds: 0 Totals 0 Peds Cross: Peds Cross: Totals 0 0 Nauvoo Road Trucks Cyclists Totals Cyclists Trucks Cars Totals 0 0 0 0 0 0 Ontario Street Cyclists Trucks Cars Totals Ontario Street 0 0 0 0 0 0 Trucks Cyclists Totals 0 0 Cars 0 0 Nauvoo Road \mathbb{X} Peds Cross: Cars 0 0 Peds Cross: \bowtie Cars 0 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 55 0 West Entering: 0 Cyclists 0 Cyclists 0 South Entering: 0 West Leg Total: 0 Totals 0 Totals 0 South Leg Total: 0

Comments

Nauvoo Road @ Ontario Street – south leg Traffic Count Summary

Intersection:	Nauvoo	Road 8	de Ontario	Street	Count [Date: 21-May-2	025	Munic	cipality: Wa	atford			
	North	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
l	Include	es Cars, T	rucks, & C		.	North/South			Include	es Cars, T	rucks, & C	-	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00		0	0	0	0	6
9:00:00	0	0	0	0	0	0	9:00		0	0	0	0	4
11:00:00	0	0	0	0	0	0	11:00		0	0	0	0	0 2 15
12:00:00 13:00:00	0	0	0	0	0	0 0	12:00 13:00		0	0	0 0	0	15
14:00:00	0	0	0	0	0	0	14:00		0	0	0	ő	8
16:00:00	Ö	Ö	Ö	ő	Ö	ŏ	16:00		ő	Ö	ő	ő	0
17:00:00	Ö	Ō	Ö	Ö	Ö	Ö	17:00		Ö	0	0	Ö	13 7
18:00:00	0	0	0	0	0	0	18:00	0:00	0	0	0	0	7
Totals:	0 East	0 Approa	ach Tota	o als	0	0			0 West	0 t Appro	0 ach Tot	0 als	55
l	Include	es Cars, T	rucks, & C			East/West			Include	es Cars, T	rucks, & C		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00		0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00		0	0	0	0	0
11:00:00 12:00:00	0	0	0	0	0	0 0	11:00 12:00		0	0	0 0	0	0 0
13:00:00	0	0	0	0	0	0	13:00		0	0	0	ő	0
14:00:00	0	0	Ö	ő	0	ŏ	14:00		0	0	0	0	0
16:00:00	Ö	Ō	Ö	Ö	Ō	Ō	16:00		0	0	0	Ö	0
17:00:00	0	0	0	0	0	0	17:00		0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00	0:00	0	0	0	0	0
Totals:	0	0	Calc			0 or Traffic Cr		_	-		0	0	0
Hours En Crossing		7:00 0		9:00 4	11:00 0		12	2:00 2	13:00 15	14:00 8	16:00 0		

Basic Axle Classification Report: HDR25101

Station ID: HDR25101 Info Line 1: Nauvoo Road &

Info Line 2 : Ontario Street

GPS Lat/Lon:

DB File: HDR25101.DB

Last Connected Device Type: Unic-L

Version Number: 1.41 Serial Number: 84557

Number of Lanes: 2

Posted Speed Limit: 40.0 kph

Lane #1 Configuration

# Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	NB	Ax-Ax	150 cm	182 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle											6A-MT		Total
05/27/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
	04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	05:00	0	5	0	0	0	0	0	0	0	1	0	0	0	6
	05:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	05:30	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	05:45	0	3	10	0	0	0	0	0	0	1	0	0	0	14
	06:00	0	11	10	0	0	0	0	0	2	1	0	0	1	25
	06:15	0	9	8	0	0	0	0	0	0	1	0	0	0	18
	06:30	0	24	13	0	3	0	0	0	0	1	2	0	0	43
	06:45	0	18	19	0	0	0	0	1	2	0	0	1	1	42
	07:00	0	15	6	0	0	1	0	0	0	1	0	0	0	23
	07:15	0	20	11	0	1	1	0	0	0	1	2	0	1	37
	07:30	0	22	16	0	1	0	0	1	0	2	0	0	1	43
	07:45	0	28	13	0	1	0	0	0	2	2	1	0	2	49
	08:00	0	10	10	0	1	1	0	1	1	0	2	0	2	28
	08:15	0	20	12	0	0	0	1	2	0	1	4	0	1	41
	08:30	0	19	13	0	0	1	0	1	2	3	2	0	2	43

(DEFA	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle		2A-4T	Buses 2		3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT		Total
05/27/25	08:45	0	18	7	0	1	0	0	0	2	0	3	0	1	32
Tue	09:00	0	17	19	0	0	2	0	0	1	2	1	1	1	44
	09:15	0	20	8	0	2	2	0	2	1	1	2	0	1	39
	09:30	0	15	15	0	0	2	0	0	0	0	1	0	4	37
	09:45	0	12	20	0	2	2	0	2	1	1	1	0	2	43
	10:00	0	9	7	0	0	2	0	0	0	4	1	0	1	24
	10:15	0	18	11	0	0	0	0	0	1	1	1	0	0	32
	10:30	0	13	10	1	0	0	0	1	0	1	2	0	1	29
	10:45	0	17	13	0	1	1	0	2	1	2	0	0	0	37
	11:00	0	19	15	0	0	1	0	1	2	0	1	0	2	41
	11:15	0	18	14	0	1	0	0	0	1	1	2	0	0	37
	11:30	0	22	12	0	1	1	0	1	1	0	3	0	2	43
	11:45	0	20	16	0	1	0	0	0	2	2	2	1	1	45
	12:00	0	22	24	0	0	0	1	2	1	1	0	0	0	51
	12:15	0	23	16	0	0	0	0	0	0	0	4	0	0	43
	12:30	0	18	7	0	0	1	0	0	2	0	1	0	2	31
	12:45	0	13	11	0	0	0	0	1	0	1	4	1	0	31
	13:00	1	15	5	0	0	0	0	1	2	0	2	0	0	26
	13:15	0	13	13	0	0	1	1	1	2	1	2	0	2	36
	13:30	0	17	12	0	0	0	0	2	0	1	0	0	3	35
	13:45	1	15	13	0	0	0	0	1	1	1	3	0	2	37
	14:00	0	16	9	0	2	1	0	0	0	1	0	0	0	29
	14:15	1	21	14	0	2	0	1	1	2	1	1	0	3	47
	14:30	0	20	10	0	0	0	0	1	4	0	1	1	2	39
	14:45	0	14	12	0	1	1	0	2	0	0	3	1	1	35
	15:00	2	13	15	0	0	0	1	0	1	0	1	0	2	35
	15:15	0	13	14	0	0	1	0	0	0	1	4	0	2	35
	15:30	1	17	10	0	2	1	0	2	1	2	3	1	4	44
	15:45	1	19	11	0	0	0	0	2	4	0	1	0	2	40
	16:00	0	19	13	0	1	0	0	1	0	1	2	0	1	38
	16:15	1	19	16	0	0	0	0	1	0	1	1	1	5	45
	16:30	0	23	12	0	1	0	2	1	1	0	3	0	1	44
	16:45	0	29	14	0	1	0	0	3	1	1	5	0	2	56
	17:00	0	32	10	0	0	0	0	2	1	0	2	0	1	48
	17:15	0	25	11	0	0	0	1	0	1	0	3	0	1	42
	17:30	0	19	10	0	0	0	0	0	1	1	0	0	0	31
	17:45	2	17	14	0	0	0	0	0	1	1	5	0	0	40
	18:00	2	19	13	0	0	0	1	1	1	0	1	0	1	39
	18:15	0	14	7	0	0	0	0	1	1	1	1	0	0	25
	18:30	0	19	8	0	0	0	0	0	1	0	1	0	0	29
	18:45	0	10	9	0	0	0	0	0	1	0	0	0	1	21
	19:00	1	11	6	0	0	0	0	1	0	0	1	0	0	20
	19:15	0	12	8	0	0	0	0	0	0	0	0	0	0	20
	19:30	0	16	8	0	0	0	0	0	0	0	0	0	0	24
	19:45	0	11	5	0	1	0	0	0	0	1	0	0	0	18
	20:00	3	10	6	0	0	0	0	0	0	0	0	0	0	19
	20:15	0	12	4	0	0	0	0	1	0	0	0	0	0	17
	20:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	20:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	10	3	0	0	0	0	1	0	0	0	0	0	14
	21:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
		-	-		-	-					,			-	

(DEFA	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/27/25	21:30	0	13	1	0	0	0	0	0	1	0	0	0	0	15
Tue	21:45	0	7	6	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	8	2	0	0	0	0	0	0	0	1	0	0	11
	22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	22:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily 1	Γotal :	16	1107	720	2	28	23	9	45	54	47	89	8	65	2213
F	Percent:	1%	50%	33%	0%	1%	1%	0%	2%	2%	2%	4%	0%	3%	
Av	erage :	0	12	8	0	0	0	0	0	1	0	1	0	1	23

(DEFA	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/28/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	1	4
	04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	1	3	0	1	0	0	0	0	0	0	0	0	5
	05:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	05:00	0	3	3	0	0	0	0	0	0	1	0	0	0	7
	05:30	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	05:45	0	7	5		0	0	0	0	0	1	0	0	0	13
	06:00		6	5	0				0		3				14
		0			0	0	0	0		0		0	0	0	
	06:15	0	12	17	0	0	0	0	0	0	2	1	1	0	33
	06:30	0	21	14	0	4	1	0	2	0	2	0	0	0	44
	06:45	0	17	14	0	0	1	0	0	0	1	2	0	0	35
	07:00	0	14	13	1	1	2	0	0	2	1	0	0	1	35
	07:15	0	21	10	0	0	0	0	2	0	0	2	0	1	36
	07:30	0	24	12	0	0	0	0	1	1	2	0	0	0	40
	07:45	0	17	14	0	2	0	0	0	0	2	0	0	1	36
	08:00	0	18	23	0	0	0	0	1	0	0	1	0	2	45
	08:15	0	20	15	0	0	0	2	1	0	0	2	0	1	41
	08:30	0	14	12	0	2	1	0	0	0	1	1	0	1	32
	08:45	0	21	10	0	1		0	1	0	0	1	0	0	36
	09:00	0	13	11	0	0	0	0	0	0	2	1	1	2	30
	09:15	1	13	15	0	2	1	0	1	1	2	3	0	2	41
	09:30	0	16	16	0	0	0	0	1	3	3	2	0	1	42
	09:45	1	21	10	0	1	0	0	1	0	0	1	0	3	38
	10:00	0	23	18	0	1	1	0	0	0	2	2	0	0	47
	10:15	1	17	8	0	0	1	0	1	2	0	2	0	2	34
	10:30	0	19	12	0	1	0	0	0	0	1	0	0	2	35
	10:45	0	27	7	0	0	0	1	0	0	2	3	0	3	43
	11:00	0	15	12	0	0	2	1	1	1	0	1	0	2	35
	11:15	0	18	14	0	0	1	0	3	1	0	5	0	3	45
	11:30	0	16	8	0	0	0	1	0	0	3	2	0	0	30
	11:45	0	13	7	0	2	0	1	0	3	2	3	0	2	33
	12:00	0	17	14	1	0	0	0	0	3	0	1	1	5	42
	12:15	0	17	15	1	0	0	1	1	0	0	2	0	1	38
	12:30	0	18	10	0	0	0	0	1	0	0	2	0	1	32

(DEFA D ate	AULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
05/28/25	12:45	0	25	11	0	3	0	0	0	1	1	0	1	1	43
Wed	13:00	1	15	15	0	0	1	0	1	1	0	2	0	4	40
vvcu	13:15	0	16	14	0	0	1	0	0	1	0	0	0	1	33
	13:30	0	23	10	0	0	2	0	0	0	2	0	0	3	40
		0	20	9	0	0	0	0	0	0	0	2	0	0	31
	13:45		16												37
	14:00	0		15	0	1	0	0	0	2	1	1	0	1	
	14:15	0	16	9	0	0	1	1	0	0	0	1	0	1	29
	14:30	1	21	16	0	0	1	0	0	2	2	1	0	1	45
	14:45	0	20	9	0	1	2	1	0	0	1	3	0	5	42
	15:00	0	28	12	0	1	0	1	0	0	1	1	0	1	45
	15:15	0	22	11	0	0	1	1	1	2	2	3	1	4	48
	15:30	0	22	15	0	1	0	1	0	1	0	2	1	2	45
	15:45	1	22	6	0	0	0	0	3	2	0	3	0	0	37
	16:00	0	14	18	0	0	0	0	1	0	1	0	0	1	35
	16:15	1	23	18	0	1	0	0	0	2	0	4	0	1	50
	16:30	0	25	17	0	3	0	1	0	1	0	2	0	5	54
	16:45	0	22	9	0	0	0	0	0	0	1	4	0	2	38
	17:00	0	30	22	0	2	0	0	1	0	0	4	0	2	61
	17:15	0	26	13	0	0	0	0	0	0	0	3	0	3	45
	17:30	0	26	13	0	0	0	1	0	1	0	3	0	0	44
	17:45	0	17	6	0	0	0	0	0	1	1	0	0	0	25
	18:00	0	14	7	0	0	0	0	0	0	0	2	0	0	23
	18:15	0	15	13	0	0	0	1	0	0	2	2	0	1	34
	18:30	0	15	10	0	0	0	0	0	0	0	0	0	0	25
	18:45	0	19	5	0	0	0	0	0	1	0	0	0	1	26
	19:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	19:15	0	9	6	0	0	0	0	0	0	0	0	0	1	16
	19:30	2	21	2	0	0	0	0	0	1	0	0	0	0	26
	19:45	0	8	4	0	1	0	1	0	0	0	0	0	1	15
	20:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	20:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	20:30	1	9	6	0	0	0	0	0	0	0	0	0	0	16
	20:45	0	10	0	0	0	1	0	0	0	0	0	0	0	11
	21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	21:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	21:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	21:45	0	6	4	0	0	0	0	0	0	0	1	0	0	11
	22:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	
	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	1
		0							0	0					
	23:00		1	0	0	0	0	0			0	0	0	0	1
	23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Γotal:	10	1134	719	3	33	24	16	25	36	48	84	6	79	2217
	Percent:	0% 0	51% 12	32% 7	0% 0	1% 0	1% 0	1% 0	1% 0	2% 0	2% 1	4% 1	0% 0	4% 1	22
AV	erage :	U	12	′	U	U	U	U	U	U	1	1	U	ı	22

(DEF)	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses 2	A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/29/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Thu	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	2	0	0	0	0	0	0	0	0	0	1	3
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	2
	04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:15	0	5	3	0	0	0	0	0	0	1	0	0	0	9
	05:30	0	2	4	0	0	0	0	0	0	0	0	0	1	7
	05:45	0	6	7	0	0	2	0	0	0	1	1	0	0	17
	06:00	0	13	7	0	0	0	0	0	0	1	0	0	0	21
	06:15	0	11	14	0	0	0	0	0	0	1	0	0	0	26
	06:30	0	20	16	0	3	0	0	1	1	1	1	0	0	43
	06:45	0	23	14	0	0	0	0	0	1	0	1	0	0	39
	07:00	0	12	11	0	0	0	0	0	0	0	0	0	2	25
	07:15	0	19	9	0	1	0	0	0	0	0	2	0	0	31
	07:30	0	18	15	0	0	0	0	0	1	2	1	0	0	37
	07:45	0	25	12	0	2	0	0	3	2	1	1	0	4	50
	08:00	0	11	16	0	0	0	1	1	1	1	1	0	0	32
	08:15	0	15	13	0	0	0	0	0	0	1	0	0	2	31
	08:30	0	25	6	0	3	0	0	0	0	1	0	0	1	36
	08:45	0	13	15	1	2	1	0	0	2	0	2	0	1	37
	09:00	0	16	6	0	0	0	0	0	1	2	0	0	2	27
	09:15	0	15	14	0	2	0	0	1	2	1	3	0	3	41
	09:30	0	17	15	0	1	1	0	0	2	1	1	0	0	38
	09:45	0	15	16	0	0	0	0	1	2	5	0	0	2	41
	10:00	0	10	17	0	0	0	0	0	0	2	1	0	0	30
	10:15	0	12	13	0	1	2	1	1	1	4	0	0	0	35
	10:30	0	23	16	0	3	0	0	0	1	0	0	0	6	49
	10:45	1	17	10	0	0	1	0	1	0	0	2	0	2	34
	11:00	0	18	17	0	0	0	0	0	0	1	3	0	1	40
	11:15	1	11	15	0	2	1	0	2	2	2	0	0	0	36
	11:30	0	11	7	0	0	1	0	0	0	1	1	0	1	22
	11:45	0	21	17	0	0	0	0	1	1	1	2	0	3	46
	12:00	0	24	23	0	1	0	0	2	2	1	2	1	3	59
	12:15	1	23	15	0	0	3	0	1	2	1	3	0	2	51
	12:30	0	19	18	0	1	2	0	0	1	0	2	0	1	44
		U		.0	3	'	_	U	U		U	_	U	'	77

(DEFA	AULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
5/29/25	12:45	1	27	15	0	0	0	0	1	1	1	3	0	3	52
7/23/23 Thu	13:00	0	18	13	0	1	1	0	1	3	2	1	0	2	42
IIIu	13:15	0	14	12		1	0		0	2	0	3	1	0	33
					0			0							
	13:30	0	21	13	0	0	1	0	0	0	0	3	1	1	40
	13:45	0	17	17	0	0	1	0	0	2	0	1	0	0	38
	14:00	1	16	8	0	1	1	0	0	0	1	0	0	0	28
	14:15	1	8	9	0	0	0	0	2	3	1	1	0	3	28
	14:30	1	11	19	0	0	1	0	1	1	0	1	0	1	36
	14:45	0	16	14	0	0	1	0	1	1	1	0	0	2	36
	15:00	0	10	15	0	1	0	0	1	1	1	1	0	3	33
	15:15	1	23	14	0	1	1	0	0	1	1	1	0	3	46
	15:30	0	18	8	0	2	1	0	1	2	1	3	0	5	41
	15:45	0	19	10	0	0	0	0	1	2	0	1	0	2	35
	16:00	0	26	30	0	0	0	1	1	3	0	1	0	1	63
	16:15	0	21	11	0	2	0	1	1	1	1	6	1	1	46
	16:30	0	17	12	0	1	0	0	0	1	0	3	0	3	37
	16:45	1	32	15	0	0	0	0	1	2	1	2	0	3	57
	17:00	0	24	10	0	1	0	0	1	0	1	2	0	1	40
	17:15	0	18	16	0	1	0	0	0	1	0	2	0	3	41
	17:30	0	24	11	0	1	0	1	0	0	0	2	0	1	40
	17:45	0	21	7	0	0	0	0	1	0	1	1	0	1	32
	18:00	0	27	12	0	1	0	0	0	3	1	2	0	0	46
	18:15	0	19	17	0	0	0	1	0	0	0	2	0	0	39
	18:30	1	15	12	0	0	1	0	0	0	0	0	0	2	31
	18:45	0	10	9	0	1	0	0	0	0	0	1	0	0	21
	19:00	0	13	6	0	0	0	0	0	1	0	0	0	0	20
	19:15	0	15	8	0	0	0	0	0	0	0	0	0	0	23
	19:30	0	14	6	0	0	0	1	0	0	3	0	0	1	25
	19:45	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	20:00	0	14	6	0	0	0	0	0	0	0	1	0	0	21
	20:15	0	16	3	0	0	0	0	0	0	1	0	0	0	20
	20:30	0	23	9	1	0	0	0	0	0	0	0	0	0	33
	20:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	21:30	0	7	2	0	0	0	0	0	0	1	1	0	0	11
	21:45	0	13	1	0	0	0	0	0	0	0	1	0	0	15
	22:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
	22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	22:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	2	0	0	0	0	0	0	0	2	0	0	0	4
	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:45	0	1	0	0	0	0	1	0	1	0	0	0	0	3
Daily 1	Total:		1148	786		38	23	8	29	58	 55	76	4	80	2317
	Percent:	0%	50%	34%	0%	2%	1%	0%	1%	3%	2%	3%	0%	3%	2011
	erage:	0	12	8	0	0	0	0	0	1	1	1	0	1	24

Lane #2 Configuration

# Dir.	. Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	SB	Ax-Ax	150 cm	182 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

(DEF)	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/27/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Tue	00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	0	0	0	0	0	0	0	0	0		0	1
	02:45	0	1	0	0	0	0	0	0	0	0	0		0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0		0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0		0	0
	03:30	0	0	0	0	0	0	0	0	0	1	0		0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0		0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0		0	0
	04:15	0	1	0	0	0	0	0	0	0	0	0		0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0		0	0
	04:45	0	0	2	0	0	0	0	0	0	0	0		0	2
	05:00	0	2	1	0	0	0	0	0	0	0	0		0	3
	05:15	0	2	3	0	0	0	0	0	0	1	0		0	6
	05:30	0	1	4	0	0	0	0	0	0	0	0		0	5
	05:45	0	2	2	0	0	0	0	0	0	1	0		0	5
	06:00	2	8	8	0	0	0	0	0	0	2	0		0	20
	06:15	0	11	10	0	2	0	0	0	0	0	0		0	23
	06:30	0	12	11	0	0	0	0	0	0	0	1	0	0	24
	06:45	0	7	3	0	2	0	0	0	0	1	1	0	0	14
	07:00	0	8	13	0	0	1	0	0	0	0	1		1	24
	07:15	0	11	15	0	1	1	0	0	1	2	0		4	35
	07:30 07:45	1	15 8	14	0	1	0	0	0	0	1	2		1	35 25
	08:00	1	16	14	0	0	1		1	1					34
	08:15	0	18			-	-	-	0	-	-	-	-	_	28
				5	0	2	0	0		0	1	1	0	1	
	08:30	0	16	5	0	0	0	0	0	1	2			1	26
	08:45 09:00	0	20 19	17 10	0	0	0	0	2	2	2			1	47
	09:00	0			0	2		0	1	0	2				38
	09:15	1	11 12	10 15	0	0	1	0	0	0	0			1	24
	09:30	0	12	16	0	0	1	0	0	0	2			0 2	31 38
	10:00	0	14	11	0	2		0	1		1	0		1	30
	10:00		19	12	0		0			0		0		1	38
		0			1	2		0	2	0	0				
	10:30	U	9	9	1	0	0	0	0	2	3	1	0	Т	26

(D)	TAULTO)	444	#O	#0	44	μг	#0	417	40	#0	#10	444	#10	#10	
Date	FAULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses 2	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST		#11 5A-MT	#12 6A-MT	#13 Other	Total
05/27/2	5 10:45	0	14	13	0	0	1	1	2	2	0	0	0	2	35
Tue	11:00	0	20	10	0	0	1	0	0	1	0	2	0	0	34
	11:15	1	13	14	0	0	0	0	0	1	1	1	0	1	32
	11:30	1	22	16	0	1	2	0	2	2	0	1	0	3	50
	11:45	0	19	15	0	1	2	0	2	2	0	1	0	2	44
	12:00	0	23	10	0	1	0	2	1	1	0	3	0	2	43
	12:15	0	19	16	0	0	0	0	0	0	2	1	0	2	40
	12:30	0	22	11	0	1	2	1	1	1	1	1	0	2	43
	12:45	1	21	6	0	1	1	0	4	2	2	0	0	3	41
	13:00	1	15	9	0	0	0	0	1	0	1	0	0	1	28
	13:15	0	11	13	0	0	0	0	1	0	1	0	0	0	26
	13:30	0	21	12	1	0	0	0	0	0	1	1	0	2	38
	13:45	0	15	11	0	2	0	1	0	1	0	1	1	1	33
	14:00	0	11	10	0	0	0	1	1	0	0	3	0	2	28
	14:15	0	19	10	0	0	1	0	1	2	1	0	0	3	37
	14:30	0	17	13	0	2	0	0	1	1	2	0	0	0	36
	14:45	2	27	15	0	0	1	1	2	0	2	0	0	3	53
	15:00	2	34	8	0	1	0	0	0	0	2	4	0	2	53
	15:15	0	25	13	0	1	1	1	1	3	2	0	0	3	50
	15:30	0	20	10	1	1	0	0	2	2	0	1	0	0	37
	15:45	1	30	15	1	0	0	0	1	2	0	1	0	2	53
	16:00	1	28	18	0	0	0	1	1	0	0	1	0	2	52
	16:15	2	19	16	0	1	0	0	0	0	0	3	0	2	43
	16:30	0	36	15	0	0	0	1	1	1	0	4	0	0	58
	16:45	0	33	22	0	0	2	0	1	1	1	5	0	3	68
	17:00	0	29	17	0	0	1	0	0	1	0	4	0	2	54
	17:15	0	23	14	0	0	0	1	1	0	3	2	0	0	44
	17:30	2	21	13	0	0	0	1	1	0	1	6	0	1	46
	17:45	0	26	21	0	0	1	0	0	0	0	3	0	0	51
	18:00	0	20	11	0	0	0	0	0	2	0	0	0	1	34
	18:15	0	25	12	0	0	0	0	0	0	0	1	0	0	38
	18:30	0	24	11	0	0	0	0	0	0	0	1	0	2	38
	18:45	1	9	13	1	0	1	0	1	0	1	1	0	0	28
	19:00	0	13	12	0	0	0	0	0	1	0	0	0	0	26
	19:15	0	19	13	0	0	0	0	0	0	0	0	0	0	32
	19:30	0	9	14	0	0	0	0	0	0	0	0	0	0	23
	19:45	1	11	6	0	0	0	0	0	0	0	0	0	0	18
	20:00	0	13	3	0	0	0	0	0	1	0	2	0	0	19
	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	20:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	18	8	0	0	0	0	0	0	0	1	0	0	27
	21:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	21:30	0	7	2	0	0	0	0	0	0	0	1	0	0	10
	21:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	10	5	0	0	0	0	0	0	1	0	0	0	16
	22:15	0	4	1	0	0	0	0	0	0	1	0	0	0	6
	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	23:00	0	8	3	0	0	0	0	0	0	0	1	0	0	12
	23:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6

(DEFA	(ULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/27/25	23:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Tue	23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Daily 1	Γotal :	21	1148	753	5	28	25	13	41	39	49	73	4	70	2269
P	Percent:	1%	51%	33%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	
Ave	erage .	0	12	8	0	0	0	0	0	0	1	1	0	1	23

(DEF)	AULTC)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/28/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Wed	00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	2
	00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	1	0	0	0	0	0	0	0	1	0	0	0	2
	04:45	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	0	3	0		0	0	0	0	1	0	0	0	4
	05:30	0	4	6	0	0	0	0	0	1	0	0	0	0	11
	05:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	06:00	0	11	10	0	0	0	0	0	1	0	0	0	0	22
	06:15	0	10	7	0		0	0	1	0	0	2	0	0	22
	06:30	0	10	11	0	0	1	0	0	0	1	0	0	1	24
	06:45	0	7	7	0	3	0	0	0	0	2	1	0	1	21
	07:00	0	9	8	0	0	0	0	0	0	1	0	0	0	18
	07:00	0	9	13	0		0	0	0	0	1	2	0	2	28
	07:13	0	19	11	0	0	1	0	0	2	1	0	0	2	36
	07:45	0	11	14	0	1	0	0	0	1	1	1	0	0	29
			13												34
	08:00	0	13	17	0	1	0	0	0	0	0	2	1	0	
	08:15 08:30	0	20	12 9	0		1	0	0	1	0	2	0	1	31 36
					0		0	0	0		1	2	0	0	
	08:45 09:00	0	18	23	0		1	0	1	0	1	3	0	0	47
		0	19	17	0		1	0	1	1	0	0	0	2	42
	09:15	1	15	11	0		0	2	2	1	2	1	0	1	36
	09:30	0	19	14	0		0	0	0	0	1	2	0	4	40
	09:45	0	16	10	0		1	1	1	0	4	1	0	2	36
	10:00	0	11	16	0		0	0	2	0	2	1	0	0	32
	10:15	0	18	8	0		1	1	1	0	2	1	0	2	35
	10:30	0	18	8	0		1	0	1	1	2	2	0	1	34
	10:45	0	17	8	0		1	0	1	0	1	0	0	1	29
	11:00	0	18	14	0		1	0	2	2	0	2	0	1	40
	11:15	0	18	19	0		0	0	0	0	2	2	0	0	41
	11:30	0	29	12	0		1	0	3	0	1	2	0	1	50
	11:45	0	18	22	0		2	0	0	1	1	1	0	0	45
	12:00	0	17	12	0	1	1	1	0	1	1	1	0	0	35
	12:15	0	20	22	1		0	0	0	0	1	3	0	1	48
	12:30	0	18	9	0	0	1	0	1	0	1	0	0	2	32

(DEF) Date	AULTC) Time	#1 Cycle	#2 Cars	#3 2Δ-4Τ	#4 Ruses	#5 2A-SH	#6 3A-SH	#7 4A-SH	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
05/28/25	12:45	0	14	12	0	1	1	0	1	0	2	1	0	2	34
Wed	13:00	0	8	10	0	1	1	0	1	1	1	2	0	1	26
vveu	13:15		19			0	1		0	0					33
		0		11	0			0			0	1	0	1	
	13:30	0	19	8	0	0	0	0	2	3	1	3	0	0	36
	13:45	0	19	15	0	0	0	0	1	0	0	0	0	2	37
	14:00	0	28	6	0	0	0	1	1	1	1	0	0	0	38
	14:15	1	23	14	0	0	2	0	0	2	1	5	0	1	49
	14:30	1	17	15	0	1	0	0	3	2	0	1	0	1	41
	14:45	1	22	9	0	1	0	0	2	0	1	0	0	0	36
	15:00	0	27	18	0	1	0	0	0	1	0	2	0	4	53
	15:15	0	21	12	0	1	0	0	0	1	3	1	0	4	43
	15:30	0	23	21	0	3	1	0	2	4	0	2	0	3	59
	15:45	2	34	20	0	0	0	2	0	0	0	3	0	0	61
	16:00	0	26	15	0	0	0	0	0	0	0	3	0	0	44
	16:15	1	24	24	0	1	0	2	2	0	0	1	0	2	57
	16:30	0	23	25	0	1	0	0	1	1	0	1	0	0	52
	16:45	0	25	18	1	0	0	1	0	2	1	2	0	2	52
	17:00	1	30	18	0	0	1	0	0	1	0	2	0	4	57
	17:15	1	28	22	0	1	0	0	1	2	0	0	0	2	57
	17:30	0	20	19	0	0	0	0	1	0	0	0	0	3	43
	17:45	0	26	10	0	0	0	1	0	0	1	1	0	0	39
	18:00	1	20	7	0	0	0	0	0	1	0	2	0	1	32
	18:15	0	12	11	0	0	0	0	0	2	0	1	0	0	26
	18:30	0	20	12	0	0	0	0	0	0	0	0	0	1	33
	18:45	0	17	12	0	0	0	0	1	0	1	0	0	1	32
	19:00	0	14	10	0	0	0	0	0	1	1	0	0	0	26
	19:15	0	8	9	0	0	0	0	0	0	0	0	0	0	17
	19:30	0	12	6	0	0	0	0	0	0	0	1	0	0	19
	19:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	20:15	0	7	2	0	0	0	0	0	0	1	0	0	0	10
	20:30	2	11	7	0	0	0	0	0	0	0	0	0	0	20
	20:45	1	10	3	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
	21:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	21:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	21:45	2	5	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	22:15	0	4	7	0	0	0	0	1	0	0	0	0	0	12
	22:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6
	22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	23:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
D-''-															
	Total: Percent:	15 1%	1123 50%	799 35%	2 0%	29 1%	23 1%	12 1%	37 2%	45 2%	47 2%	69 3%	1 0%	60 3%	2262
	rerage :	0	12	8	0%	0	0	0	0	0	0	1	0%	3% 1	22
		J		•	3	•	3	J	9	•	3	•	3	•	

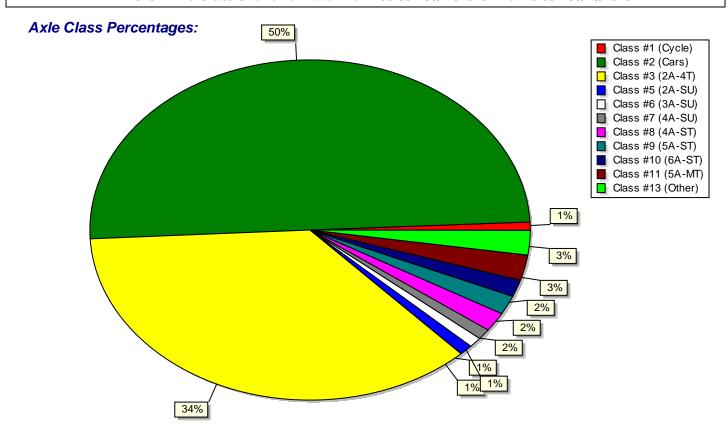
(DEFA D ate	AULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
05/29/25	00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Thu	00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	1	2	0	0	0	0	0	2	0	0	0	0	5
	05:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	06:15	0	12	11	0	1	0	0	0	0	0	0	0	0	24
	06:30	0	8	6	0	1	0	0	0	0	1	1	0	0	17
	06:45	0	7	8	0	4	0	0	0	0	1	1	0	0	21
	07:00	0	8	8	0	0	1	0	0	0	0	0	1	1	19
	07:15	0	20	12	0	1	0	0	1	0	3	1	0	2	40
	07:30	0	11	14	0	0	0	0	1	0	1	1	0	0	28
	07:45	0	12	15	0	2	1	0	0	3	0	2	0	0	35
	08:00	0	12	16	0	2	1	0	0	0	0	0	0	1	32
	08:15	0	12	10	1	2	0	0	0	0	1	0	0	1	27
	08:30	0	18	10	0	0	0	0	0	0	2	1	1	3	35
	08:45	0	14	10	0	3	0	0	0	2	2	3	0	1	35
	09:00	0	18	13	0	1	0	0	0	2	2	1	0	1	38
	09:15	0	16	10	0	0	0	0	0	0	2	2	0	0	30
	09:30	0	11	9	0	0	0	0	0	0	4	0	0	0	24
	09:45	0	15	14	0	1	0	0	1	0	1	0	0	2	34
	10:00	0	16	11	0	0	1	0	0	0	1	5	0	2	36
	10:15	0	16	13	0	0	1	0	1	0	1	1	0	0	33
	10:30	1	13	15	0	2	0	0	3	0	2	0	0	0	36
	10:45	0	12	13	0	0	0	0	3	2	0	3	0	1	34
	11:00	0	14	18	0	2	0	0	0	2	2	2	0	1	41
	11:15	1	7	13	0	0	0	0	0	0	1	2	0	1	25
	11:30	0	25	15	0	1	0	0	1	1	0	2	0	1	46
	11:45	1	12	9	0	0	1	0	1	0	3	2	0	0	29
	12:00	0	17	15	0	0	1	1	2	2	2	1	0	1	42
	12:15	0	20	21	0	1	0	1	0	0	1	1	0	6	51
	12:30	2	19	12	0	0	0	1	0	0	0	0	0	1	35

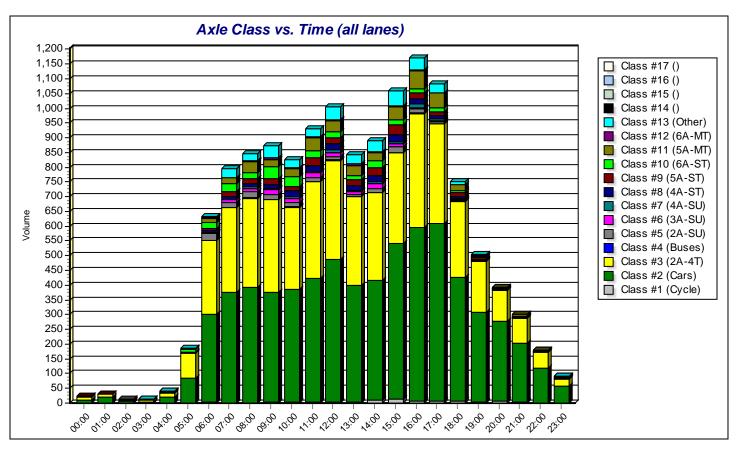
(DEFA D ate	AULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
05/29/25	12:45	0	26	10	0	1	1	0	0	2	1	1	0	2	44
Thu	13:00	1	15	19	0	0	1	2	0	0	3	3	1	2	47
	13:15	0	20	13	0	0	0	0	3	0	0	3	0	2	41
	13:30	0	8	20	0	1	0	0	0	0	1	0	0	0	30
	13:45	0	20	14	0	0	0	0	0	0	0	1	0	1	36
	14:00	0	8	8	0	0	1	0	1	0	1	2	0	2	23
	14:15	0	12	19	0	0	1	0	2	0	1	0	0	1	36
	14:30	0	12	17	0	1	0	0	1	1	2	3	0	3	40
	14:45	0	14	20	0	0	1	0	0	1	2	3	0	1	42
	15:00	0	13	6	0	1	1	0	3	0	0	2	0	0	26
	15:15	0	20	12	0	2	1	0	1	2	0	1	0	0	39
	15:30	1	31	16	0	0	1	0	0	0	0	2	0	1	52
	15:45	1	23	17	0	0	1	0	1	1	3	1	0	1	49
	16:00	0	25	14	0	0	0	0	1	0	1	2	0	3	46
	16:15	0	16	13	0	1	1	0	1	1	1	1	0	1	36
	16:30	0	35	13	0	1	0	1	1	3	0	2	1	0	57
	16:45	0	28	10	0	0	0	1	0	0	2	2	0	0	43
	17:00	0	31	14	0	0	0	0	0	1	2	1	0	1	50
	17:15	1	18	18	0	0	0	1	0	1	1	1	0	1	42
	17:30	0	39	18	0	0	0	0	0	0	0	2	0	3	62
	17:45	1	31	13	0	0	0	0	0	1	0	4	0	0	50
	18:00	0	32	15	1	0	0	0	0	0	0	0	0	0	48
	18:15	0	15	10	0	0	0	0	0	0	0	0	0	0	25
	18:30	1	21	7	0	0	1	0	0	0	0	0	0	0	30
	18:45	0	11	14	0	0	0	0	1	1	1	1	0	0	29
	19:00	0	11	8	0	0	1	1	0	0	0	0	0	0	21
	19:15	0	18	5 7	0	0	0	0	0	0	1	0	0	0	24
	19:30 19:45	0	16 9	9	0	0	0	0	0	0	0	0	0	0	23 19
	20:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	20:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	20:30	1	13	6	0	0	0	0	0	0	0	0	0	0	20
	20:45	0	11	3	0	0	0	0	0	0	0	1	0	0	15
	21:00	0	10	7	0	0	0	0	0	1	0	0	0	0	18
	21:15	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	21:30	0	7	8	0	0	0	0	0	0	0	0	0	0	15
	21:45	0	1	7	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	22:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	22:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	22:45	0	6	6	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	9	4	0	0	0	1	0	0	0	0	0	0	14
	23:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	23:45	0	1	1	0	0	0	0	0	0	0	0	0	1	3
Daily 1	Total :	12	1095	786	2	33	19	10	30	34	56	72	4	52	2205
F	Percent:	1%	50%	36%	0%	1%	1%	0%	1%	2%	3%	3%	0%	2%	
Av	erage :	0	11	8	0	0	0	0	0	0	1	1	0	1	22

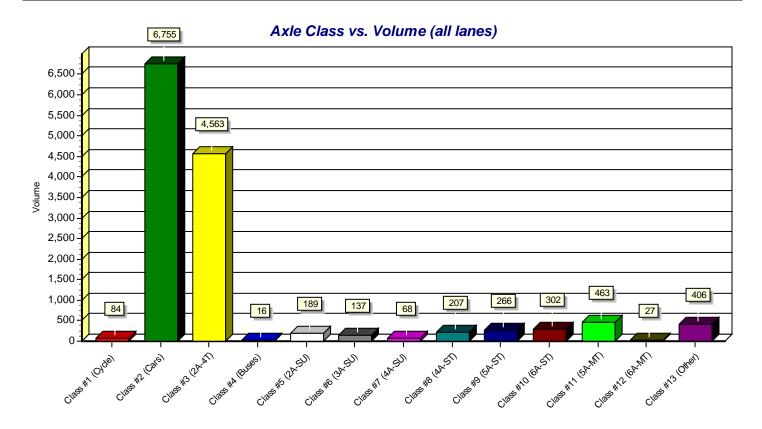
Basic Axle Class Summary: HDR25101

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT:	#1.	36	3389	2225	7	99	70	33	99	148	150	249	18	224	6747
	#2.	48	3366	2338	9	90	67	35	108	118	152	214	9	182	6736
		84	6755	4563	16	189	137	68	207	266	302	463	27	406	13483
Percents:	#1.	1%	50%	33%	0%	1%	1%	0%	1%	2%	2%	4%	0%	3%	50%
	#2.	1%	50%	35%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	50%
		1%	50%	34%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	
Average :	#1.	0	12	8	0	0	0	0	0	1	1	1	0	1	24
	#2.	0	12	8	0	0	0	0	0	0	1	1	0	1	23
		0	24	16	0	0	0	0	0	1	2	2	0	2	47
Days & ADT:	#1.	3.0	2249												
	#2.	3.0	2245												
		3.0	4494												

HDR25101 Axle Class Charts For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025







Basic Speed Classification Report: HDR25101

Lane #1 Configuration

	# Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment	
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1.	NB					Ax-Ax			150 cm)	18	2 cm								_
		Lane	#1 Ba	sic S	peed	Clas	sifica	tion [Data F	rom:	00:00	0 - 05/	27/20	25 1	o: 23	:59 - (05/29/	2025		
	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17		
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total	
05/27/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	01:30	0	0	0	1	0	0	1	2	1	0	1	0	0	0	0	0	0	6	
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	02:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	03:45 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
	04:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	2	
	04:45	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
	05:00	0	0	0	0	0	1	1	1	2	0	0	1	0	0	0	0	0	6	
	05:15	0	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	9	
	05:30	0	0	0	1	0	1	1	4	2	1	1	0	0	0	0	0	0	11	
	05:45	0	0	0	0	1	0	0	4	3	2	4	0	0	0	0	0	0	14	
	06:00	1	0	0	0	0	1	5	5	7	3	3	0	0	0	0	0	0	25	
	06:15	0	0	0	0	0	0	3	8	5	2	0	0	0	0	0	0	0	18	
	06:30	0	0	0	0	0	3	6	17	10	6	1	0	0	0	0	0	0	43	
	06:45	0	0	0	0	1	2	8	14	11	5	1	0	0	0	0	0	0	42	
	07:00	0	0	0	0	1	4	7	5	4	2	0	0	0	0	0	0	0	23	
	07:15	0	0	1	2	3	4	5	13	4	5	0	0	0	0	0	0	0	37	
	07:30	1	0	1	0	2	2	8	18	7	4	0	0	0	0	0	0	0	43	
	07:45	0	0	0	0	1	3	20	11	9	5	0	0	0	0	0	0	0	49	
	08:00	0	1	0	2	2	3	7	6	3	2	1	0	1	0	0	0	0	28	
	08:15	0	0	0	0	1	6	9	13	6	6	0	0	0	0	0	0	0	41	
	08:30	0	0	1	2	2	7	11	13	6	1	0	0	0	0	0	0	0	43	
	08:45	0	0	0	0	3	7	3	8	8	2	1	0	0	0	0	0	0	32	
	09:00	0	1	3	1	6	5	9	10	7	2	0	0	0	0	0	0	0	44	
	09:15	0	0	0	1	4	4	10	12	7	1	0	0	0	0	0	0	0	39	
	09:30	0	1	1	3	3	7	10	10	1	1	0	0	0	0	0	0	0	37	
	09:45	0	0	1	0	5	13	11	7	4	0	1	1	0	0	0	0	0	43	

•	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
05/27/25	10:00	0	0	0	0	1	5	7 7	11	0	0	0	0	0	0	0	0	0	24
Tue	10:15	2	0	1	1	2 7	8	7	8	3	0	0	0	0	0	0	0	0	32
	10:30		0		0		8		5	1		0	0	0	0	0	0	0	29
	10:45	0	0	1	2	5	4	13	9	2	1	0	0	0	0	0	0	0	37
	11:00	0	0	3	7	5	13	7	4	0	1	0	1	0	0	0	0	0	41
	11:15	0	1	2	4	7	11	8	4	0	0	0	0	0	0	0	0	0	37
	11:30	2	1	3	3	7	9	13	5	0	0	0	0	0	0	0	0	0	43
	11:45	0	1	1	3	5	11	11	9	4	0	0	0	0	0	0	0	0	45
	12:00	0	1	0	3	12	9	18	6	1	1	0	0	0	0	0	0	0	51
	12:15	1	0	0	2	6	8	17	5	3	0	1	0	0	0	0	0	0	43
	12:30	0	0	1	3	4	9	5	6	3	0	0	0	0	0	0	0	0	31
	12:45	1	1	1	2	3	7	5	8	2	1	0	0	0	0	0	0	0	31
	13:00	0	0	0	0	3	11	7	4	1	0	0	0	0	0	0	0	0	26
	13:15	0	4	1	1	5	5	10	5	4	1	0	0	0	0	0	0	0	36
	13:30	1	0	1	1	4	6	13	6	1	2	0	0	0	0	0	0	0	35
	13:45	2	0	1	0	2	5	8	9	7	1	1	0	0	0	0	1	0	37
	14:00	0	1	2	3	4	5	12	2	0	0	0	0	0	0	0	0	0	29
	14:15	0	3	6	1	7	8	13	7	2	0	0	0	0	0	0	0	0	47
	14:30	1	1	0	6	4	7	9	6	4	0	0	0	0	0	1	0	0	39
	14:45	1	1	2	0	1	5	10	12	3	0	0	0	0	0	0	0	0	35
	15:00	0	3	0	4	5	6	12	3	2	0	0	0	0	0	0	0	0	35
	15:15	0	1	1	2	6	12	7	2	1	3	0	0	0	0	0	0	0	35
	15:30	0	4	1	6	7	8	10	3	3	2	0	0	0	0	0	0	0	44
	15:45	3	3	2	3	5	5	9	6	3	0	1	0	0	0	0	0	0	40
	16:00	1	0	1	2	5	12	7	8	1	1	0	0	0	0	0	0	0	38
	16:15	3	0	0	1	5	10	9	15	1	1	0	0	0	0	0	0	0	45
	16:30	3	2	1	1	4	9	7	8	4	4	0	0	0	1	0	0	0	44
	16:45	2	1	0	1	4	9	20	9	8	1	0	1	0	0	0	0	0	56
	17:00	0	0	0	1	1	6	14	15	7	3	1	0	0	0	0	0	0	48
	17:15	0	0	1	1	3	9	13	8	7	0	0	0	0	0	0	0	0	42
	17:30	1	0	0	0	0	3	10	7	4	4	2	0	0	0	0	0	0	31
	17:45	2	0	0	1	3	5	10	13	3	3	0	0	0	0	0	0	0	40
	18:00	1	2	0	0	1	6	8	11	7	2	1	0	0	0	0	0	0	39
	18:15	0	0	0	2	2	11	6	2	2	0	0	0	0	0	0	0	0	25
	18:30	0	0	0	1	2	4	3	13	3	3	0	0	0	0	0	0	0	29
	18:45	1	0	0	1	0	3	3	8	4	1	0	0	0	0	0	0	0	21
	19:00	0	0	0	0	1	4	6	7	1	1	0	0	0	0	0	0	0	20
	19:15	0	0	0	1	1	0	6	8	3	1	0	0	0	0	0	0	0	20
	19:30	0	1	0	0	1	1	5	6	8	2	0	0	0	0	0	0	0	24
	19:45	0	0	0	0	1	2	2	6	4	3	0	0	0	0	0	0	0	18
	20:00	3	0	0	0	1	0	2	3	4	5	0	0	1	0	0	0	0	19
	20:15	0	0	0	0	0	4	4	6	2	1	0	0	0	0	0	0	0	17
	20:30	0	0	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	12
	20:45	0	0	0	0	0	5	5	4	0	1	0	0	0	0	0	0	0	15
	21:00	0	0	0	0	1	2	4	5	1	1	0	0	0	0	0	0	0	14
	21:15	0	0	0	0	0	1	1	4	1	0	1	0	0	0	0	0	0	8
	21:30	0	0	0	1	1	3	6	4	0	0	0	0	0	0	0	0	0	15
	21:45	0	0	0	1	1	2	5	3	1	0	0	0	0	0	0	0	0	13
	22:00	0	0	0	0	0	1	3	3	3	1	0	0	0	0	0	0	0	11
	22:15	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	6
	22.10	U	U	U	U						U	U	U	U	U	U	U	U	U

	(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
		0.0 -	10.0 -	15.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	80.0 -	90.0 -		
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
05/27/25	22:30	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	6
Tue	22:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
	23:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	Total:	33	36	42	85	192	377	542	518	248	106	25	4	2	1	1	1	0	2213
1	Percent:	1%	2%	2%	4%	9%	17%	24%	23%	11%	5%	1%	0%	0%	0%	0%	0%	0%	
Av	erage:	0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	23

Date	(HDR) Time	#1 0.0 - 9.9	#2 10.0 - 14.9	#3 15.0 - 19.9	#4 20.0 - 24.9	#5 25.0 - 29.9	#6 30.0 - 34.9	#7 35.0 - 39.9	#8 40.0 - 44.9	#9 45.0 - 49.9	#10 50.0 - 54.9	#11 55.0 - 59.9	#12 60.0 - 64.9	#13 65.0 -	#14 70.0 - 79.9	#15 80.0 - 89.9	#16 90.0 - 99.9	#17 Other	Total
05/28/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	00:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
	04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	5
	05:00	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	5
	05:15	0	0	0	0	0	2	1	0	1	3	0	0	0	0	0	0	0	7
	05:30	0	0	0	0	1	0	3	4	2	2	0	1	0	0	0	0	0	13
	05:45	0	0	0	0	0	0	1	2	4	4	1	1	0	0	0	0	0	13
	06:00	0	0	0	0	0	0	1	5	4	3	0	1	0	0	0	0	0	14
	06:15	0	0	0	0	0	0	7	7	15	4	0	0	0	0	0	0	0	33
	06:30	0	0	0	0	2	0	3	18	15	5	1	0	0	0	0	0	0	44
	06:45	0	0	0	0	0	0	4	9	14	5	3	0	0	0	0	0	0	35
	07:00	1	1	0	0	1	2	8	10	4	8	0	0	0	0	0	0	0	35
	07:00	1	0	0	1	0	1	11	11	10	1	0	0	0	0	0	0	0	36
	07:30	0	0	0	2	0	3	8	11	9	4	3	0	0	0	0	0	0	40
	07:45	1	0	0	0	0	2	5	9	11	7	1	0	0	0	0	0	0	36
	08:00	0	1	0	0	2	11	8	15	8	0	0	0	0	0	0	0	0	45
	08:15	1	0	0	0	2	2	13	17	4	2	0	0	0	0	0	0	0	41
	08:30	1	0	0	1	0	1	9	10	6	3	0	0	1	0	0	0	0	32
	08:45	1	0	0	0	6	4	9	12	4	0	0	0	0	0	0	0	0	36
	09:00	0	0	0	3	2	5	8	5	4	3	0	0	0	0	0	0	0	30
	09:15	0	2	0	2	3	14	12	6	2	0	0	0	0	0	0	0	0	41
	09:30	1	1	0	1	5	13	8	5	7	0	1	0	0	0	0	0	0	42
	09:45	0	0	4	0	7	6	11	6	4	0	0	0	0	0	0	0	0	38
	10:00	0	0	0	0	5	9	17	11	5	0	0	0	0	0	0	0	0	47
	10:15	0	0	2	1	5	7	9	9	1	0	0	0	0	0	0	0	0	34
	10:30	0	1	3	2	4	15	8	2	0	0	0	0	0	0	0	0	0	35
	10:30	1	1	1	4	12	7	10	6	0	0	0	0	0	0	0	0	1	43
	11:00	1	0	0	6	2	7	8	9	2	0	0	0	0	0	0	0	0	35
	11:15	3	0	2	3	5	13	12	6	1	0	0	0	0	0	0	0	0	45
	11:15	0	0	0	1	4	3	10	9		1	1		0	0	0	0	0	30
	11:30	0	0	0	5		5	11	5	1 2	0	0	0		0		0	0	33
	12:00	1	2	0	0	5 2	9	14	11	2	0	0	0	0	0	0	0	1	42
															0				
	12:15	0	1	0	2	3	10	15	6	1	0	0	0	0	U	0	0	0	38

Time		(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Wed 12:45															69.9	79.9			Other	
13:00																				
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13:45 2 3 0 2 3 4 11 5 1 0 <td></td>																				
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14:16 1 1 1 1 1 2 8 3 9 3 0 <td></td>																				
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16:15 3 0 0 0 7 8 14 12 4 2 0 0 0 0 0 0 50 54 16:30 2 2 1 0 1 10 24 9 4 0 1 0 0 0 0 0 54 16:45 2 0 2 2 4 10 7 6 1 4 0																				
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18:30 0 0 0 0 2 5 7 3 7 1 0 <td></td> <td>18:00</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>4</td> <td>3</td> <td>3</td> <td>3</td> <td>6</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td>		18:00	0	0	1	0	4	3	3	3	6	3	0	0	0	0	0	0	0	
18:45 0 0 0 1 3 10 3 6 2 1 0 <td></td> <td>18:15</td> <td>0</td> <td>2</td> <td>0</td> <td>3</td> <td>4</td> <td>2</td> <td>11</td> <td>10</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>34</td>		18:15	0	2	0	3	4	2	11	10	2	0	0	0	0	0	0	0	0	34
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19:15 0 0 0 0 1 10 5 0 <td></td> <td>18:45</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>3</td> <td>10</td> <td>3</td> <td>6</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>26</td>		18:45	0	0	0	1	3	10	3	6	2	1	0	0	0	0	0	0	0	26
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19:45 0 0 0 0 1 2 1 2 6 3 0 <td></td> <td>19:15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>10</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>16</td>		19:15	0	0	0	0	0	1	10	5	0	0	0	0	0	0	0	0	0	16
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20:15 0 0 0 0 1 2 7 4 0 <td></td> <td>19:45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>1</td> <td>2</td> <td>6</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td>		19:45	0	0	0	0	1	2	1	2	6	3	0	0	0	0	0	0	0	15
20:30 0 0 1 0 1 3 7 0 1 2 1 0 <td></td> <td>20:00</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>6</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td>		20:00	0	0	0	0	0	2	2	6	2	1	0	0	0	0	0	0	0	13
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21:00 0 0 0 1 0 1 2 3 1 0 <td></td> <td>20:30</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>3</td> <td>7</td> <td>0</td> <td>1</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>16</td>		20:30	0	0	1	0	1	3	7	0	1	2	1	0	0	0	0	0	0	16
21:15 0 0 0 0 4 0 0 4 3 2 0 <td></td> <td>20:45</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>6</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>11</td>		20:45	1	1	0	0	1	0	1	6	1	0	0	0	0	0	0	0	0	11
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21:45 0 0 0 0 1 2 3 1 3 1 0 <td></td> <td>21:15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>4</td> <td>3</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td>		21:15	0	0	0	0	4	0	0	4	3	2	0	0	0	0	0	0	0	13
22:00 0 0 0 0 0 1 3 1 1 0 <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>3</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td>			0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	
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22:30 0 <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>3</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>6</td>			0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
22:45 0 0 0 0 0 0 2 0 2 0 <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>2</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>6</td>				0	0	0		0	0	2		0	0		0	0	0	0		6
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		23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date Time 9.9 14.9 19.9 24.9 29.9 34.9 39.9 44.9 49.9 54.9 59.9 64.9 69.9 79.9 89.9 99.9 Other Daily Total: 42 33 42 80 186 372 552 487 294 102 17 4 1 1 1 0 3 2 Percent: 2% 1% 2% 4% 8% 17% 25% 22% 13% 5% 1% 0% 0% 0% 0% 0% 0% 0% Average: 0 0 0 1 2 4 6 5 3 1 0 0 0 0 0 0 0 0	(HDR)		#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -		#17	
Percent: 2% 1% 2% 4% 8% 17% 25% 22% 13% 5% 1% 0% 0% 0% 0% 0% 0%	ate Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
	Daily Total:	42	33	42	80	186	372	552	487	294	102	17	4	1	1	1	0	3	2217
Average: 0 0 0 1 2 4 6 5 3 1 0 0 0 0 0 0	Percent :	2%	1%	2%	4%	8%	17%	25%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	
	Average:	0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22

Date	(HDR) Time	#1 0.0 - 9.9	#2 10.0 - 14.9	#3 15.0 - 19.9	#4 20.0 - 24.9	#5 25.0 - 29.9	#6 30.0 - 34.9	#7 35.0 - 39.9	#8 40.0 - 44.9	#9 45.0 - 49.9	#10 50.0 - 54.9	#11 55.0 - 59.9	#12 60.0 - 64.9	#13 65.0 -	#14 70.0 - 79.9	#15 80.0 - 89.9	#16 90.0 - 99.9	#17 Other	Total
05/29/25	00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Thu	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	04:13	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	5
	05:00								1										
		0	0	0	1	0	0	1		3	3	0	0	0	0	0	0	0	9
	05:30	0	0	0	0	0	0	1	1	3	1	0	0	0	1	0	0	0	7
	05:45	0	0	0	0	0	1	3	4	4	5	0	0	0	0	0	0	0	17
	06:00	0	0	0	0	0	1	2	5	5	7	1	0	0	0	0	0	0	21
	06:15	0	0	0	0	0	2	2	6	10	5	1	0	0	0	0	0	0	26
	06:30	0	0	0	3	4	3	3	10	15	2	1	1	0	0	0	0	1	43
	06:45	0	0	0	0	0	3	8	5	10	12	1	0	0	0	0	0	0	39
	07:00	0	1	0	0	0	3	7	6	4	2	2	0	0	0	0	0	0	25
	07:15	0	1	0	0	0	1	8	6	8	5	0	1	0	0	0	0	1	31
	07:30	0	0	0	0	1	2	6	16	5	7	0	0	0	0	0	0	0	37
	07:45	0	1	1	0	3	3	9	17	14	0	2	0	0	0	0	0	0	50
	08:00	0	0	0	1	2	5	6	9	5	3	0	1	0	0	0	0	0	32
	08:15	0	0	0	2	1	2	3	8	12	2	1	0	0	0	0	0	0	31
	08:30	0	0	0	0	3	4	8	10	7	4	0	0	0	0	0	0	0	36
	08:45	0	0	0	1	0	8	17	5	5	0	1	0	0	0	0	0	0	37
	09:00	1	0	0	0	2	5	8	6	3	1	1	0	0	0	0	0	0	27
	09:15	1	0	0	1	5	8	15	7	3	0	0	0	1	0	0	0	0	41
	09:30	1	1	0	0	2	4	14	9	4	3	0	0	0	0	0	0	0	38
	09:45	0	1	1	0	5	4	14	13	2	0	1	0	0	0	0	0	0	41
	10:00	0	0	0	1	0	9	7	7	5	1	0	0	0	0	0	0	0	30
	10:15	0	0	1	0	3	7	8	8	7	0	0	0	0	0	1	0	0	35
	10:30	1	2	2	5	12	4	9	6	5	2	1	0	0	0	0	0	0	49
	10:45	1	0	0	0	6	5	12	6	3	0	0	0	0	1	0	0	0	34
	11:00	0	1	0	2	3	12	13	7	1	1	0	0	0	0	0	0	0	40
	11:15	1	0	1	1	2	9	14	7	1	0	0	0	0	0	0	0	0	36
	11:30	0	0	0	1	3	5	2	9	2	0	0	0	0	0	0	0	0	22
	11:45	0	2	1	2	6	17	14	4	0	0	0	0	0	0	0	0	0	46
	12:00	0	1	2	2	12	20	15	5	1	1	0	0	0	0	0	0	0	59
	12:15	0	1	0	2	2	22	13	5	6	0	0	0	0	0	0	0	0	51

	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45 .0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
05/29/25	12:30	0	0	1	3	7	9	12	10	2	0	0	0	0	0	0	0	0	44
Thu	12:45	2	1	1	5	12	11	12	5	2	1	0	0	0	0	0	0	0	52
	13:00	1	0	3	5	10	6	13	3	0	0	0	1	0	0	0	0	0	42
	13:15	0	0	0	5	7	7	9	3	2	0	0	0	0	0	0	0	0	33
	13:30	2	1	0	3	2	5	13	11	1	2	0	0	0	0	0	0	0	40
	13:45	1	0	1	5	2	14	10	2	3	0	0	0	0	0	0	0	0	38
	14:00	0	1	0	3	9	6	4	3	2	0	0	0	0	0	0	0	0	28
	14:15	1 2	2	1	3	3	6 7	5	3	2	1	0	1	0	0	0	0	0	28
	14:30 14:45	0	0	0	0	5 8	9	12 4	5 6	5	0	0	0	0	0	0	0	0	36 36
	15:00	3	0	1	3	3	9	8	4	2	0	0	0	0	0	0	0	0	33
	15:15	1	2	0	6	4	13	11	7	1	0	1	0	0	0	0	0	0	46
	15:30	3	1	3	2	5	7	11	3	4	0	0	0	0	1	0	0	1	41
	15:45	0	0	1	0	4	8	11	7	3	1	0	0	0	0	0	0	0	35
	16:00	4	2	3	1	5	13	24	8	1	2	0	0	0	0	0	0	0	63
	16:15	2	1	1	3	8	8	10	10	3	0	0	0	0	0	0	0	0	46
	16:30	1	1	2	2	6	9	6	8	2	0	0	0	0	0	0	0	0	37
	16:45	2	0	1	6	8	10	14	13	2	0	0	0	0	1	0	0	0	57
	17:00	0	1	1	0	2	8	7	10	9	1	0	0	1	0	0	0	0	40
	17:15	0	1	0	0	2	5	8	15	7	2	0	1	0	0	0	0	0	41
	17:30	0	1	0	0	3	9	8	8	7	4	0	0	0	0	0	0	0	40
	17:45	0	0	0	0	3	6	7	14	2	0	0	0	0	0	0	0	0	32
	18:00	0	0	0	0	4	9	9	17	5	2	0	0	0	0	0	0	0	46
	18:15	0	1	1	4	5	1	8	10	7	2	0	0	0	0	0	0	0	39
	18:30	1	1	1	2	1	3	9	6	2	4	0	0	0	0	0	0	1	31
	18:45	0	0	0	0	2	0	6	3	7	3	0	0	0	0	0	0	0	21
	19:00	0	0	0	1	0	1	3	7	7	0	1	0	0	0	0	0	0	20
	19:15	0	0	0	0	0	3	2	5	11	2	0	0	0	0	0	0	0	23
	19:30	0	0	0	0	2	1	4	9	6	1	2	0	0	0	0	0	0	25
	19:45	0	0	0	0	0	1	3	6	8	1	0	0	0	0	0	0	0	19
	20:00	0	1	0	0	4	1	7	3	5	0	0	0	0	0	0	0	0	21
	20:15	0	0	1	0	1	0	9	7	2	0	0	0	0	0	0	0	0	20
	20:30	0	0	0	1	3	4	6	16	3	0	0	0	0	0	0	0	0	33
	20:45	0	0	0	0	0	1	4	2	10	3	0	0	0	0	0	0	0	20
	21:00	0	0	0	0	2	3	2	1	2	0	0	0	0	0	0	0	0	10
	21:15	0	0	0	0	0	4	3	7	2	1	0	0	0	0	0	0	0	17
	21:30	0	0	0	0	1	2	2	2	3	1	0	0	0	0	0	0	0	11
	21:45	0	0	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	15
	22:00	0	0	0	1	1	1	2	2	2	0	0	0	0	0	0	0	0	9
	22:15	0	0	0	0	1	0	2	2	1	0	1	0	0	0	0	0	0	7
	22:30	0	0	0	0	0	1	1	3	1	0	1	0	0	0	0	0	0	7
	22:45	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
	23:15	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
	23:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	23:45	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3

ate Ti				20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	80.0 -	90.0 -		
	īme 9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
Daily Tot	t al : 32	32	34	91	224	394	551	496	318	107	21	6	2	4	1	0	4	2317
Perc	cent: 1%	1%	1%	4%	10%	17%	24%	21%	14%	5%	1%	0%	0%	0%	0%	0%	0%	
Avera	age: 0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22

10:30

Lane #2 Configuration

# Dir.	. Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	SB	Ax-Ax	150 cm	182 cm	

		Lane	#2 Ba	sic S	peed	Clas	sifica	tion [Data F	rom:	00:00	0 - 05/	/27/20	25 1	Го: 23	:59 - (05/29/	2025	
	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -		#15 80.0 -	#16 90.0 -	#17	
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9		Total
5/27/25	00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Tue	00:15	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
	00:30	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	01:45 02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
	05:15	0	0	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	6
	05:30	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	5
	05:45	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5
	06:00	0	1	0	0	1	2	0	4	4	3	2	3	0	0	0	0	0	20
	06:15	0	0	0	1	1	1	3	3	7	6	1	0	0	0	0	0	0	23
	06:30	0	0	0	0	1	1	1	4	6	7	2	1	0	1	0	0	0	24
	06:45 07:00	0	0	0	0	0	1	1	2	4 7	4 5	1 5	1	0	0	0	0	0	14 24
	07:00	1	0	0	1	1	0	3	13	8	7	1	0	0	0	0	0	0	35
	07:13	0	0	0	1	1	2	6	9	9	2	3	1	0	0	0	0	1	35
	07:45	0	0	0	0	0	1	1	11	6	5	1	0	0	0	0	0	0	25
	08:00	0	0	0	2	0	0	3	6	11	9	3	0	0	0	0	0	0	34
	08:15	0	0	1	0	0	1	3	9	8	4	2	0	0	0	0	0	0	28
	08:30	0	0	0	1	1	1	2	7	9	4	1	0	0	0	0	0	0	26
	08:45	0	1	1	0	1	6	6	16	12	3	0	0	0	0	0	0	1	47
	09:00	0	0	1	0	2	1	11	8	7	5	2	0	0	0	0	0	1	38
	09:15	0	0	1	1	1	4	5	9	2	1	0	0	0	0	0	0	0	24
	09:30	0	0	0	0	3	5	5	8	9	1	0	0	0	0	0	0	0	31
	09:45	0	0	0	0	2	10	5	17	3	1	0	0	0	0	0	0	0	38
	10:00	0	0	0	2	7	5	4	3	4	4	1	0	0	0	0	0	0	30
	10:15	0	0	0	3	4	4	9	12	4	2	0	0	0	0	0	0	0	38
	10.20		0	0	2	2	2	0	7	2	0	4	^	^	0	0	0	^	26

Centurion Basic Classification Report Printed: 06/0625 Page 27

Date	(HDR) Time	#1 0.0 - 9.9	#2 10.0 - 14.9	#3 15.0 - 19.9	#4 20.0 - 24.9	#5 25.0 - 29.9	#6 30.0 - 34.9	#7 35.0 - 39.9	#8 40.0 - 44.9	#9 45.0 - 49.9	#10 50.0 - 54.9	#11 55.0 - 59.9	#12 60.0 - 64.9	#13 65.0 -	#14 70.0 - 79.9	#15 80.0 - 89.9	#16 90.0 - 99.9	#17 Other	Total
05/27/25	10:45	0	0	2	3	3	8	9	5	3	1	1	0	0	0	0	0	0	35
Tue	11:00	0	0	0	4	2	8	9	7	3	0	1	0	0	0	0	0	0	34
	11:15	1	2	1	0	7	2	7	10	2	0	0	0	0	0	0	0	0	32
	11:30	0	0	1	4	3	16	17	4	4	0	0	0	0	0	0	0	1	50
	11:45	2	1	0	2	3	7	10	15	4	0	0	0	0	0	0	0	0	44
	12:00	0	0	0	3	3	11	14	5	5	1	1	0	0	0	0	0	0	43
	12:15	0	0	0	2	1	9	9	14	3	2	0	0	0	0	0	0	0	40
	12:30	1	0	0	6	4	7	10	7	6	2	0	0	0	0	0	0	0	43
	12:45	2	0	1	0	3	11	13	9	2	0	0	0	0	0	0	0	0	41
	13:00	0	0	2	1	3	7	10	5	0	0	0	0	0	0	0	0	0	28
	13:15	0	0	1	1	0	5	5	10	2	2	0	0	0	0	0	0	0	26
	13:30	0	0	0	2	0	2	14	14	5	1	0	0	0	0	0	0	0	38
	13:45	0	1	0	0	1	10	12	7	1	0	1	0	0	0	0	0	0	33
	14:00	2	0	0	2	2	5	9	2	4	1	0	0	0	1	0	0	0	28
	14:15	1	2	0	1	3	8	10	8	3	1	0	0	0	0	0	0	0	37
	14:30	0	1	1	0	3	2	14	8	6	1	0	0	0	0	0	0	0	36
	14:45	0	2	2	2	3	6	15	12	8	1	2	0	0	0	0	0	0	53
	15:00	1	1	0	3	11	9	10	12	4	2	0	0	0	0	0	0	0	53
	15:15	0	1	0	1	8	10	9	14	3	3	0	0	0	0	0	0	1	50
	15:30	0	1	0	0	5	8	7	9	6	1	0	0	0	0	0	0	0	37
	15:45	0	0	1	0	5	5	15	15	7	2	2	0	0	1	0	0	0	53
	16:00	0	0	2	3	5	5	17	12	4	3	0	1	0	0	0	0	0	52
	16:15	0	0	0	1	3	3	10	14	9	2	1	0	0	0	0	0	0	43
	16:30	1	1	0	0	1	3	21	18	10	3	0	0	0	0	0	0	0	58
	16:45	0	0	1	1	1	7	19	15	18	5	0	0	0	0	0	1	0	68
	17:00	1	1	0	2	7	5	8	17	8	5	0	0	0	0	0	0	0	54
	17:15	0	0	1	2	0	4	9	7	13	5	1	0	0	0	0	1	1	44
	17:30	0	1	0	1	2	6	4	13	15	3	0	1	0	0	0	0	0	46
	17:45	0	1	0	3	1	6	11	14	10	4	1	0	0	0	0	0	0	51
	18:00	0	0	1	0	3	4	6	7	7	5	1	0	0	0	0	0	0	34
	18:15	0	0	0	0	2	2	5	7	12	7	3	0	0	0	0	0	0	38
	18:30	0	0	0	4	2	4	3	6	13	6	0	0	0	0	0	0	0	38
	18:45	0	0	1	0	2	5	1	5	4	9	1	0	0	0	0	0	0	28
	19:00	0	0	0	0	2	3	5	8	6	1	1	0	0	0	0	0	0	26
	19:15	0	0	0	1	1	0	5	10	10	2	3	0	0	0	0	0	0	32
	19:30	0	0	0	0	1	0	4	2	11	3	2	0	0	0	0	0	0	23
	19:45	0	0	0	0	1	0	1	9	2	4	1	0	0	0	0	0	0	18
	20:00	0	0	1	0	0	0	4	7	5	2	0	0	0	0	0	0	0	19
	20:15	0	0	0	0	0	0	1	7	3	3	0	0	0	0	0	0	0	14
	20:30	0	0	0	0	0	0	1	4	4	3	0	0	0	0	1	0	0	13
	20:45	0	0	0	0	1	2	4	3	1	3	0	0	0	0	0	0	0	14
	21:00	0	0	0	0	0	4	4	8	9	2	0	0	0	0	0	0	0	27
	21:15	0	0	0	0	0	2	0	3	2	2	0	0	0	0	0	0	0	9
	21:30	0	1	0	0	1	0	2	2	1	2	1	0	0	0	0	0	0	10
	21:45	0	0	0	0	2	2	1	3	4	0	1	0	0	0	0	0	0	13
	22:00	0	0	0	0	1	0	3	7	3	2	0	0	0	0	0	0	0	16
	22:15	0	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	6
	22:30	0	0	0	0	0	0	2	1	2	3	1	0	0	0	0	0	0	9
	22:45	0	0	0	0	0	0	2	2	5	1	1	0	0	0	0	0	0	11
	23:00	0	0	0	0	0	1	2	4	2	3	0	0	0	0	0	0	0	12
	_0.00	Ü	·	9	3	J	•	-		_	3	9	9	9	9	3	9	Ŭ	

	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
05/27/25	23:15	0	0	0	0	1	1	0	0	4	0	0	0	0	0	0	0	0	6
Tue	23:30	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Daily	Total:	14	19	24	69	141	275	469	569	412	194	60	10	1	3	1	2	6	2269
	Percent:	1%	1%	1%	3%	6%	12%	21%	25%	18%	9%	3%	0%	0%	0%	0%	0%	0%	
A۱	verage:	0	0	0	1	1	3	5	6	4	2	1	0	0	0	0	0	0	22
		Spe	eds - A	verag	e: 40.2	2 50	%: 41	.3 6	57% : 4	4.5	85% :	49.2		20kp	h Pace	e: 30.1	- 50.0	(76.0%))

Date	(HDR) Time	#1 0.0 - 9.9	#2 10.0 - 14.9	#3 15.0 - 19.9	#4 20.0 - 24.9	#5 25.0 - 29.9	#6 30.0 - 34.9	#7 35.0 - 39.9	#8 40.0 - 44.9	#9 45.0 - 49.9	#10 50.0 - 54.9	#11 55.0 - 59.9	#12 60.0 - 64.9	#13 65.0 -	#14 70.0 - 79.9	#15 80.0 - 89.9	#16 90.0 - 99.9	#17 Other	Total
05/28/25	00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Wed	00:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	01:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	01:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
	05:15	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	4
	05:30	0	0	0	1	0	0	1	1	3	4	1	0	0	0	0	0	0	11
	05:45	0	0	0	0	0	0	0	3	2	1	3	1	0	0	0	0	0	10
	06:00	0	0	0	1	0	0	1	2	6	6	3	2	1	0	0	0	0	22
	06:15	0	0	0	1	0	1	2	3	6	2	5	0	0	0	2	0	0	22
	06:30	0	0	0	0	0	2	0	0	9	4	5	4	0	0	0	0	0	24
	06:45	0	0	0	0	0	3	1	3	7	5	2	0	0	0	0	0	0	21
	07:00	0	0	0	0	0	0	1	2	3	10	1	1	0	0	0	0	0	18
	07:15	0	2	0	1	2	0	2	9	6	4	2	0	0	0	0	0	0	28
	07:30	0	0	0	0	1	1	7	9	7	8	3	0	0	0	0	0	0	36
	07:45	0	0	0	1	1	0	2	9	9	7	0	0	0	0	0	0	0	29
	08:00	0	0	0	0	0	0	3	9	15	5	1	1	0	0	0	0	0	34
	08:15	0	0	0	2	0	1	3	10	6	7	1	1	0	0	0	0	0	31
	08:30	0	0	1	0	1	2	5	11	10	4	1	1	0	0	0	0	0	36
	08:45	0	0	0	0	4	4	13	19	7	0	0	0	0	0	0	0	0	47
	09:00	0	0	0	1	4	13	8	12	4	0	0	0	0	0	0	0	0	42
	09:15	0	0	0	3	2	6	9	10	2	3	1	0	0	0	0	0	0	36
	09:30	0	0	0	0	3	9	13	10	2	3	0	0	0	0	0	0	0	40
	09:45	0	1	1	3	4	3	4	10	7	2	1	0	0	0	0	0	0	36
	10:00	0	0	0	1	2	6	5	9	9	0	0	0	0	0	0	0	0	32
	10:15	0	0	0	0	6	9	9	6	3	1	0	0	0	0	0	0	1	35
	10:30	0	0	1	2	6	9	9	4	3	0	0	0	0	0	0	0	0	34
	10:45	0	0	1	1	5	6	7	6	1	2	0	0	0	0	0	0	0	29
	11:00	0	0	1	1	5	13	8	9	2	0	0	0	0	0	1	0	0	40
	11:15	0	0	0	2	1	9	8	13	6	1	0	0	0	0	0	0	1	41
	11:30	0	0	11	2	11	10	7	6	1	1	0	0	0	0	1	0	0	50
	11:45	0	0	0	3	5	13	10	8	6	0	0	0	0	0	0	0	0	45
	12:00	1	0	0	1	2	7	14	6	3	1	0	0	0	0	0	0	0	35
	12:15	0	0	0	1	4	12	18	7	4	2	0	0	0	0	0	0	0	48
	12.10	U	U	U	1	4	14	10	,	4	2	U	U	U	U	U	U	U	40

	(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
05/28/25	12:30	1	1	0	2	3	5	5	9	6	0	0	0	0	0	0	0	0	32
Wed	12:45	2	1	0	4	1	5	11	3	7	0	0	0	0	0	0	0	0	34
	13:00	0	1	0	0	4	3	6	10	2	0	0	0	0	0	0	0	0	26
	13:15	0	0	1	1	4	7	6	6	6	2	0	0	0	0	0	0	0	33
	13:30	0	0	1	4	4	5	9	11	1	1	0	0	0	0	0	0	0	36
	13:45	0	0	0	4	5	3	8	6	8	3	0	0	0	0	0	0	0	37
	14:00	0	1	1	2	3	5	12	7	7	0	0	0	0	0	0	0	0	38
	14:15 14:30	0	1	2	1	6	6 9	8 11	10 11	8	7	0	0	0	0	0	0	0	49 41
	14:45	0	0	0	0	3	2	11	14	3	1	0	2	0	0	0	0	0	36
	15:00	1	1	2	3	6	12	17	9	2	0	0	0	0	0	0	0	0	53
	15:15	0	0	1	2	6	10	10	9	4	1	0	0	0	0	0	0	0	43
	15:30	0	1	0	2	3	12	13	20	7	1	0	0	0	0	0	0	0	59
	15:45	0	1	3	4	4	9	9	14	13	4	0	0	0	0	0	0	0	61
	16:00	0	0	0	0	2	4	9	12	16	1	0	0	0	0	0	0	0	44
	16:15	0	0	0	0	3	2	9	26	11	4	1	1	0	0	0	0	0	57
	16:30	0	0	0	1	4	7	14	12	9	4	1	0	0	0	0	0	0	52
	16:45	0	0	0	4	2	8	13	16	7	1	1	0	0	0	0	0	0	52
	17:00	0	0	0	4	2	5	15	11	14	5	0	0	0	0	0	0	1	57
	17:15	0	0	1	0	0	3	12	20	13	6	2	0	0	0	0	0	0	57
	17:30	0	1	0	0	1	2	7	9	12	9	2	0	0	0	0	0	0	43
	17:45	1	0	0	1	1	4	8	10	7	4	2	0	0	1	0	0	0	39
	18:00	1	0	0	2	3	2	4	8	10	1	1	0	0	0	0	0	0	32
	18:15	0	0	0	0	2	0	4	8	5	6	1	0	0	0	0	0	0	26
	18:30	1	0	0	0	2	4	8	11	4	1	2	0	0	0	0	0	0	33
	18:45	0	0	0	1	4	3	5	9	7	2	0	1	0	0	0	0	0	32
	19:00	0	0	0	0	3	3	4	10	3	1	2	0	0	0	0	0	0	26
	19:15	0	0	0	0	1	3	4	2	3	2	1	1	0	0	0	0	0	17
	19:30	0	0	0	0	2	2	1	2	6	6	0	0	0	0	0	0	0	19
	19:45	0	0	0	0	1	0	4	4	2	1	1	0	0	0	0	0	0	13
	20:00	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	0	9
	20:15	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	10
	20:30	0	0	0	0	1	2	1	4	9	3	0	0	0	0	0	0	0	20
	20:45	0	0	0	0	0	1	4	4	1	3	1	0	0	0	0	0	0	14
	21:00	0	0	0	0	1	0	2	5	5	2	1	0	0	0	0	0	0	16
	21:15	0	0	0	0	0	3	1	4	2	2	0	0	0	1	0	0	0	13
	21:30	0	0	0	0	0	1	1	2	4	1	0	0	0	0	0	0	0	9
	21:45	0	1	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	7
	22:00	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	11
	22:15	0	0	0	0	0	0	1	3	3	2	2	0	0	1	0	0	0	12
	22:30	0	0	0	0	0	1	0	0	3	1	0	1	0	0	0	0	0	6
	22:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
	23:15	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
	23:30	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2

Daily Total:	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	FO 0							
,	8	4.0						77.3	73.3	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
	0	13	29	71	161	293	451	552	406	193	55	18	2	3	4	0	3	2262
Percent :	0%	1%	1%	3%	7%	13%	20%	24%	18%	9%	2%	1%	0%	0%	0%	0%	0%	
Average:	0	0	0	1	2	3	5	6	4	2	1	0	0	0	0	0	0	23

Description Description	Total
Thu	2
00:30	2
00:45	1
01:00	2
01:15	0
01:30	2
01:45	4
02:00 02:15 00 00 02:15 00 00 00 00 00 00 00 00 00 00 00 00 00	0
02:15 0 <td>2</td>	2
02:30 0 <td>0</td>	0
02:45 0 <td>0</td>	0
03:00 0 <td>0</td>	0
03:15 0 <td>0</td>	0
03:30 0 0 0 0 1 0 <td>0</td>	0
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04:00	0
04:15	0
04:30	0
04:45 0 <td>2</td>	2
05:00 0 0 0 0 0 2 0 2 0 <td>0</td>	0
05:15 0 0 0 0 0 0 1 1 2 1 0 <td>4</td>	4
05:30 0 0 0 1 0 0 1 2 3 1 0 <td>5</td>	5
05:45 0 <td>8</td>	8
06:00 0 0 0 0 0 3 2 5 5 1 2 0 <td>5</td>	5
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06:45 0 0 0 1 0 2 1 4 8 4 1 0 <td>24</td>	24
07:00 0 0 0 0 0 1 1 7 8 2 0 <td>17</td>	17
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07:30 0 0 0 1 0 1 3 6 7 9 1 0 <td>19</td>	19
07:45 0 0 0 0 0 5 10 13 4 2 0 0 0 0 0 1 08:00 0 0 1 3 1 1 2 5 13 4 2 0	40
08:00 0 0 1 3 1 1 2 5 13 4 2 0 <td>28</td>	28
08:15 0 0 1 0 2 0 3 6 5 6 3 1 0 0 0 0 0 08:30 0 0 0 0 2 5 15 7 3 2 0 0 0 1 0 0 08:45 0 0 0 1 1 5 8 8 8 2 1 1 0 0 0 0 0 09:00 0 0 0 0 7 8 13 5 5 0 0 0 0 0 0 09:15 0 0 0 1 1 6 6 9 5 2 0 0 0 0 0 0	35 32
08:30 0 0 0 0 2 5 15 7 3 2 0 0 0 1 0 0 08:45 0 0 0 1 1 5 8 8 8 2 1 1 0 <t< td=""><td>32 27</td></t<>	32 27
08:45 0 0 0 1 1 5 8 8 8 2 1 1 0 <td>35</td>	35
09:00 0 0 0 0 7 8 13 5 5 0 <td>35</td>	35
09:15 0 0 0 1 1 6 6 9 5 2 0 0 0 0 0 0	38
09.30 0 0 1 0 0 3 4 2 8 8 0 0 0 0 0 0 0	30
	24
	34
10:00 0 0 1 2 2 1 6 13 5 5 0 0 1 0 0 0 0	36
10:15 0 0 0 1 2 2 9 8 7 2 2 0 0 0 0 0 0	33
10:30 1 0 0 0 5 8 6 12 3 1 0 0 0 0 0 0	36
10:45 0 0 0 1 2 2 8 11 6 2 1 0 0 0 1 0	34
11:00 1 0 0 1 1 4 12 9 9 3 0 0 0 0 0 0 1	41
11:15 0 0 0 0 5 4 5 5 5 1 0 0 0 0 0 0	25
11:30 0 0 0 1 2 9 12 9 9 4 0 0 0 0 0 0	46
11:45 0 0 0 1 2 8 10 2 5 0 1 0 0 0 0 0	29
12:00 0 1 0 3 6 10 14 5 2 1 0 0 0 0 0 0	42
12:15	51

Dec The Pine Pi		(HDR)	#1 0.0 -	#2 10.0 -	#3 15.0 -	#4 20.0 -	#5 25.0 -	#6 30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -	#16 90.0 -	#17	
Thu																79.9			Other	
13:00																				
13:15 0 1 1 1 4 4 3 3 10 10 5 2 0 1 1 0 0 0 0 0 0 0 41 13:30 0 0 1 1 1 6 6 8 8 5 8 0 1 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 1 1 6 6 6 8 5 8 0 1 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 0 3 7 12 7 5 1 0 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 0 3 7 12 7 5 1 0 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 0 3 7 12 7 5 1 0 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 1 2 10 13 6 7 1 0 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 0 1 1 2 10 13 6 7 1 0 0 0 0 0 0 0 0 0 0 0 0 36 14:40 1 0 0 1 1 1 2 10 13 6 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 36 15:15 0 0 0 0 0 0 0 5 9 16 6 1 2 0 0 0 0 0 0 0 0 0 0 0 39 15:30 1 1 2 3 8 9 12 8 6 1 1 1 0 0 0 0 0 0 0 0 0 0 39 15:45 0 0 0 0 2 2 13 17 9 5 0 0 0 0 0 0 0 0 0 0 0 0 39 15:46 0 0 0 1 2 2 3 3 9 8 12 1 0 0 0 0 0 0 0 0 0 0 0 0 39 16:30 0 0 1 0 0 2 2 2 4 1 12 14 6 1 1 0 0 0 0 0 0 0 0 0 0 0 36 16:30 0 0 1 1 0 2 7 7 12 17 14 3 1 1 0 0 0 0 0 0 0 0 0 0 0 36 16:30 0 0 1 1 0 2 7 7 12 17 14 3 1 1 0 0 0 0 0 0 0 0 0 0 0 36 16:30 0 0 1 1 0 2 2 1 3 17 15 19 8 4 0 0 0 0 0 0 0 0 0 0 0 0 36 17:45 0 0 1 0 0 2 2 2 11 15 19 8 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thu																			
13:30 0 0 1 0 3 3 6 8 7 2 0 <td></td>																				
13:45 0 0 1 1 6 6 8 5 8 0 1 0 <td></td>																				
14:00 1 0 0 2 0 2 5 5 5 3 0 <td></td>																				
14:15 0 0 1 0 3 7 12 7 5 1 0 <td></td>																				
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16:00 0 1 0 4 3 4 7 13 10 4 0 </td <td></td>																				
16:15 0 0 0 1 2 3 9 8 12 1 0 <td></td>																				
16:30 0 0 1 0 2 7 12 17 14 3 1 0<																				
16:45 0 0 0 2 2 4 12 14 6 1 1 0 0 0 0 1 43 17:00 0 0 1 2 4 2 9 11 15 4 1 0																				
17:00 0 0 1 2 4 2 9 11 15 4 1 0 1 0 </td <td></td>																				
17:15 0 1 1 0 4 3 14 11 5 2 1 0 </td <td></td>																				
17:30 0 1 0 0 2 2 11 15 19 8 4 0<																				
17:45 0 0 0 2 3 8 11 13 11 2 0<			0		0	0			11	15			4		0	0			0	
18:15 0 0 0 2 1 4 4 4 7 3 0 <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td></td> <td></td> <td></td> <td>13</td> <td></td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td>			0	0	0	2				13		2	0	0	0	0	0	0	0	
18:30 1 0 0 0 2 2 5 8 7 2 3 0 <td></td> <td>18:00</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>7</td> <td>12</td> <td>18</td> <td>8</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>48</td>		18:00	0	0	0	0	0	1	7	12	18	8	1	1	0	0	0	0	0	48
18:45 0 0 0 0 2 3 2 9 6 6 1 0 <td></td> <td>18:15</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>4</td> <td>4</td> <td>4</td> <td>7</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>25</td>		18:15	0	0	0	2	1	4	4	4	7	3	0	0	0	0	0	0	0	25
19:00 1 0 0 1 1 2 5 4 4 2 1 0 <td></td> <td>18:30</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> <td>5</td> <td>8</td> <td>7</td> <td>2</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>30</td>		18:30	1	0	0	0	2	2	5	8	7	2	3	0	0	0	0	0	0	30
19:15 0 1 0 1 1 2 2 1 6 8 2 0 <td></td> <td>18:45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>3</td> <td>2</td> <td>9</td> <td>6</td> <td>6</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>29</td>		18:45	0	0	0	0	2	3	2	9	6	6	1	0	0	0	0	0	0	29
19:30 0 0 0 1 0 2 1 5 5 6 2 0 1 0 <td></td> <td>19:00</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>2</td> <td>5</td> <td>4</td> <td>4</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>21</td>		19:00	1	0	0	1	1	2	5	4	4	2	1	0	0	0	0	0	0	21
19:45 0 <td></td> <td>19:15</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>1</td> <td>2</td> <td>2</td> <td>1</td> <td>6</td> <td>8</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>24</td>		19:15	0	1	0	1	1	2	2	1	6	8	2	0	0	0	0	0	0	24
20:00 0 0 1 0 0 2 1 8 4 4 0 <td></td> <td>19:30</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>2</td> <td>1</td> <td>5</td> <td>5</td> <td>6</td> <td>2</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>23</td>		19:30	0	0	0	1	0	2	1	5	5	6	2	0	1	0	0	0	0	23
20:15 0 0 0 0 1 0 3 3 3 1 1 0 1 0 <td></td> <td>19:45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>3</td> <td>8</td> <td>7</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>19</td>		19:45	0	0	0	0	0	1	3	8	7	0	0	0	0	0	0	0	0	19
20:30 0 0 0 0 1 3 4 7 5 0 <td></td> <td>20:00</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>8</td> <td>4</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>20</td>		20:00	0	0	1	0	0	2	1	8	4	4	0	0	0	0	0	0	0	20
20:45 0 0 0 0 2 0 3 4 5 1 0 <td></td> <td>20:15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>3</td> <td>3</td> <td>3</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td>		20:15	0	0	0	0	1	0	3	3	3	1	1	0	1	0	0	0	0	13
21:00 0 <td></td> <td>20:30</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>3</td> <td>4</td> <td>7</td> <td>5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>20</td>		20:30	0	0	0	0	0	1	3	4	7	5	0	0	0	0	0	0	0	20
21:15 0 0 0 0 3 3 4 2 1 0 <td></td> <td>20:45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>3</td> <td>4</td> <td>5</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td>		20:45	0	0	0	0	0	2	0	3	4	5	1	0	0	0	0	0	0	15
21:30 0 0 0 0 0 7 5 3 0 <td></td> <td>21:00</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>7</td> <td>5</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>18</td>		21:00	0	0	0	0	0	0	3	7	5	3	0	0	0	0	0	0	0	18
21:45 0 0 0 0 1 2 2 2 1 0 <td></td> <td>21:15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>3</td> <td>4</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td>		21:15	0	0	0	0	0	3	3	4	2	1	0	0	0	0	0	0	0	13
22:00 0 0 0 0 1 3 2 3 1 0 <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>7</td> <td>5</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td>			0	0	0	0	0	0	7	5	3	0	0	0	0	0	0	0	0	15
22:15 0 0 0 0 0 3 1 1 0 <td></td> <td>21:45</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>8</td>		21:45	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8
22:30 0 0 0 0 0 1 2 3 2 1 0 0 0 0 0 9 22:45 0 0 0 0 1 0 0 1 5 3 2 0 0 0 0 0 0 12 23:00 0 0 0 0 3 5 2 2 2 0 0 0 0 0 0 14 23:15 0 0 0 1 1 0 6 1 0<			0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	10
22:45 0 0 0 0 1 0 0 1 5 3 2 0 0 0 0 0 0 12 23:00 0 0 0 0 0 3 5 2 2 2 0 0 0 0 0 0 14 23:15 0 0 0 0 1 1 0 6 1 0 0 0 0 0 0 0 0 9				0	0	0		0				0	0		0	0	0	0		
23:00 0 0 0 0 3 5 2 2 2 0 0 0 0 0 0 14 23:15 0 0 0 1 1 0 6 1 0 0 0 0 0 0 0 9																				
23:15 0 0 0 0 1 1 0 6 1 0 0 0 0 0 0 0 9																				
23:30 0 0 0 0 0 1 0 2 1 1 0 0 0 0 0 0 5																				
23:45 0 0 0 0 0 2 0 1 0 0 0 0 0 0 3		23:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3

		0.0 -	10.0 -	15.0 -	20.0 -	25.0 -	30.0 -	#7 35.0 -	#8 40.0 -	#9 45.0 -	#10 50.0 -	#11 55.0 -	#12 60.0 -	#13 65.0 -	#14 70.0 -	#15 80.0 -		#17	
Date T	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
Daily Tot	tal :	10	9	22	61	119	262	468	512	449	204	63	14	5	1	1	1	4	2205
Pero	cent :	0%	0%	1%	3%	5%	12%	21%	23%	20%	9%	3%	1%	0%	0%	0%	0%	0%	
Avera	age:	0	0	0	1	1	3	5	5	5	2	1	0	0	0	0	0	0	24

Basic Speed Class Summary: HDR25101

(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
	0.0 -	10.0 -	15.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	80.0 -	90.0 -		
Description Lane	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
TOTAL COUNT: #1.	107	101	118	256	602	1143	1645	1501	860	315	63	14	5	6	3	1	7	6747
#2.	32	41	75	201	421	830	1388	1633	1267	591	178	42	8	7	6	3	13	6736
	139	142	193	457	1023	1973	3033	3134	2127	906	241	56	13	13	9	4	20	13483
Percents: #1.	2%	1%	2%	4%	9%	17%	24%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	50%
#2.	0%	1%	1%	3%	6%	12%	21%	24%	19%	9%	3%	1%	0%	0%	0%	0%	0%	50%
	1%	1%	1%	3%	8%	15%	22%	23%	16%	7%	2%	0%	0%	0%	0%	0%	0%	
Average: #1.	0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22
#2.	0	0	0	1	1	3	5	6	4	2	1	0	0	0	0	0	0	23
	0	0	0	2	3	7	11	11	7	3	1	0	0	0	0	0	0	45

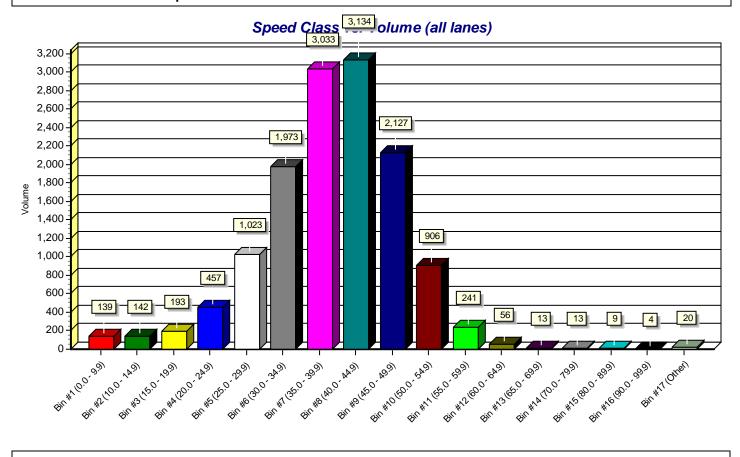
Days & ADT: #1. 3.0 2249 #2. 3.0 2245 3.0 4494

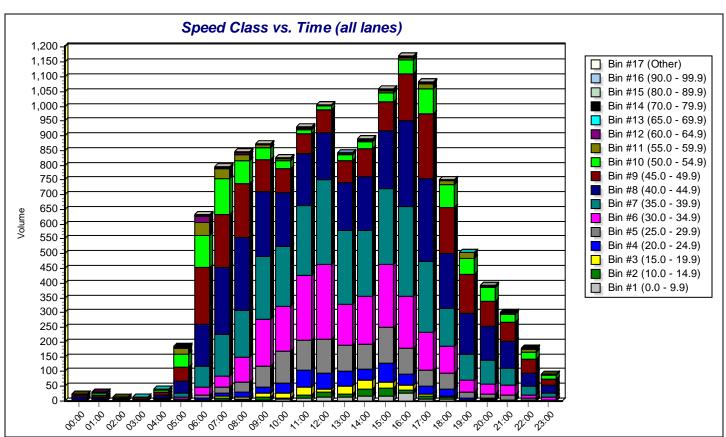
 Avg,50,67,85%:
 #1.
 37.3
 38.3
 41.9
 46.7
 30.1
 - 50.0
 76%

 Pace (pace %)
 #2.
 40.4
 41.3
 44.7
 49.4
 30.1
 - 50.0
 76%

 38.8
 39.7
 43.4
 48.3
 30.1
 - 50.0
 76%

HDR25101 Speed Class Charts For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025





Classification Summary Report: HDR25101

Station ID: HDR25101

Info Line 1 : Nauvoo Road & Info Line 2 : Ontario Street

GPS Lat/Lon:

DB File: HDR25101.DB

Last Connected Device Type : Unic-L

Version Number: 1.41 Serial Number: 84557

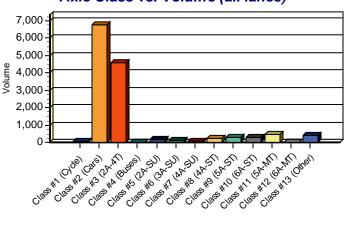
Number of Lanes: 2

Posted Speed Limit: 40.0 kph

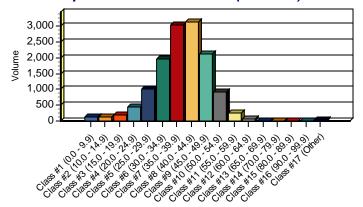
							Lan	e Co	nfig	urati	on								
# Dir. Info	rmation)		Vehic	cle Se	nsors	,	Senso	r Spac	cing	Loop	Leng	th						
1. NB				A	de-Axl	е		15	0 cm										
2. SB				A	de-Axl	е		15	0 cm										
Axle Class Su	ımmar	y:																	
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13					
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	То	tal			
Total Count:	#1.	36	3389	2225	7	99	70	33	99	148	150	249	18	224	67	47			
	#2.	48	3366	2338	9	90	67	35	108	118	152	214	9	182	67	36			
		84	6755	4563	16	189	137	68	207	266	302	463	27	406	134	83			
Percents:	#1.	1%	50%	33%	0%	1%	1%	0%	1%	2%	2%	4%	0%	3%	50)%			
	#2.	1%	50%	35%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	50)%			
		1%	50%	34%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%					
Speed Class S	Summ	ary:																	
(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
		0.0 -	10.0 -	15.0 -	20.0 -	25.0 -	30.0 -		40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	80.0 -	90.0 -	0.1	
		9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
Total Count :	#1. #2.	107 32	101 41	118 75	256 201	602 421	1143 830	1645 1388	1501 1633	860 1267	315 591	63 178	14 42	5 8	6 7	3 6	1	7 13	6747 6736
	# ∠ .	139	142	193	457	1023	1973	3033	3134	2127	906	241	56	13	13	9	4	20	13483
											900			13			4		
Percents:		2%	1%	2%	4%	9%	17%	24%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	50%
	#2.	0%	1%	1%	3%	6%	12%	21%	24%	19%	9%	3%	1%	0%	0%	0%	0%	0%	50%
		1%	1%	1%	3%	8%	15%	22%	23%	16%	7%	2%	0%	0%	0%	0%	0%	0%	
Avg, 50, 67, 85	#1.	37.3	38.3	41.9	46.7	Pa	ce (pa	ce %) :	30.1	- 50.0	76.3%		Day	's & A[OT:#1	3.0	2249		
	#2.	40.4	41.3	44.7	49.4				30.1	- 50.0	76.0%				#2.	3.0	2245		
		38.8	39.7	43.4	48.3				30.1	- 50.0	76.1%					3.0	4494		

Centurion Class Summary Report Printed: 06/06/25 Page 1





Speed Class vs. Volume (all lanes)



Centurion Class Surmary Report Printed: 06/06/25 Page 2

Basic Volume Report: HDR25101

Station ID: HDR25101

Info Line 1: Nauvoo Road & Info Line 2: Ontario Street

GPS Lat/Lon:

DB File: HDR25101.DB

Last Connected Device Type: Unic-L

Version Number: 1.41 Serial Number: 84557

Number of Lanes: 2

Posted Speed Limit: 40.0 kph

Lane #1	Configuration
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# Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052725 T	1	6	2	3	10	40	128	152	144	163	122	166	156	134	150	154	183	161	114	82	63	50	24	5	2213
052825 W	1	6	1	2	12	38	126	147	154	151	159	143	155	144	153	175	177	175	108	75	54	39	17	5	2217
052925 T	1	5	2	3	11	38	129	143	136	147	148	144	206	153	128	155	203	153	137	87	94	53	29	12	2317
Month Total:	3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Percent:	0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%	
ADT :	1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals:	0	0	2213	2217	2317	0	0	Weekday (Mon-Fri):	6747	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT:	2249	
ADT:	0	0	2213	2217	2317	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	33%	33%	34%	0%	0%	ADT:	0	

Lane #2 Configuration

Dir. Information Volume Mode Volume Sensors Divide By 2 Comment
2. SB Normal Veh. No

Lane #2 Basic Volume Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052725 T	8	3	2	2	3	19	81	119	135	131	129	160	167	125	154	193	221	195	138	99	60	59	42	24	2269
052825 W	6	5	4	3	4	28	89	111	148	154	130	176	149	132	164	216	205	196	123	75	53	45	31	15	2262
052925 T	7	6	2	2	2	22	80	122	129	126	139	141	172	154	141	166	182	204	132	87	68	54	36	31	2205
Month Total:	21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
Percent:	0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%	
ADT :	7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	2269	2262	2205	0	0	Weekday (Mon-Fri):	6736	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT:	2245	
ADT:	0	0	2269	2262	2205	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	34%	34%	33%	0%	0%	ADT:	0	

Basic Volume Summary: HDR25101

Grand Total For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Lane #2	21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
TOTAL	24	31	13	15	42	185	633	794	846	872	827	930	1005	842	890	1059	1171	1084	752	505	392	300	179	92	13483
Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Lane #1	0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%	
Lane #2	0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%	
TOTAL	0%	0%	0%	0%	0%	1%	5%	6%	6%	6%	6%	7%	7%	6%	7%	8%	9%	8%	6%	4%	3%	2%	1%	1%	
ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250
Lane #2	7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245
TOTAL	8	11	5	5	14	62	211	264	282	291	276	310	335	281	297	353	391	361	251	168	130	100	59	30	4495

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	2213	2217	2317	0	0	Weekday (Mon-Fri) :	6747	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	2249	
ADT:	0	0	2213	2217	2317	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	33%	33%	34%	0%	0%	ADT:	0	

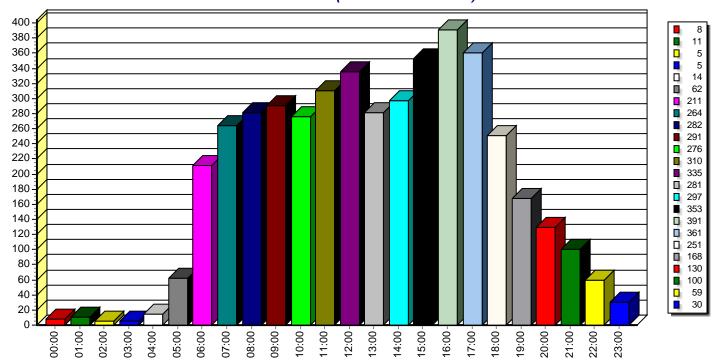
LANE #2

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	2269	2262	2205	0	0	Weekday (Mon-Fri):	6736	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT:	2245	
ADT:	0	0	2269	2262	2205	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	34%	34%	33%	0%	0%	ADT:	0	

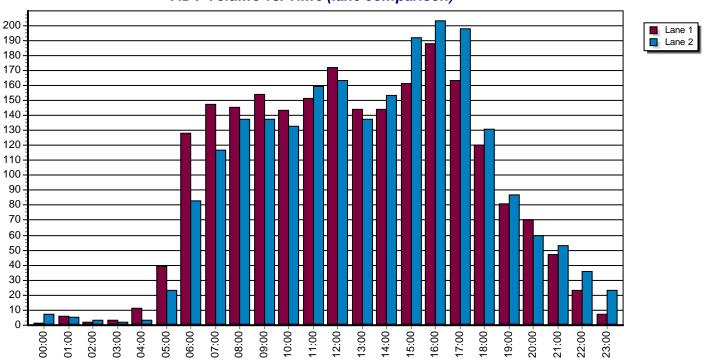
ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	4482	4479	4522	0	0	Weekday (Mon-Fri):	13483	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT:	4494	
ADT:	0	0	4482	4479	4522	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	33%	33%	34%	0%	0%	ADT:	0	

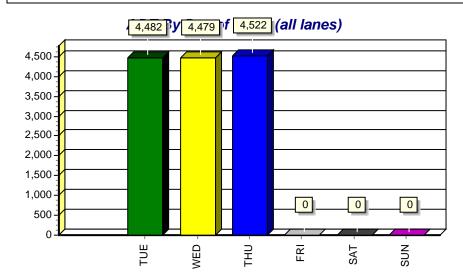
ADT Volume vs. Time (all lanes combined)



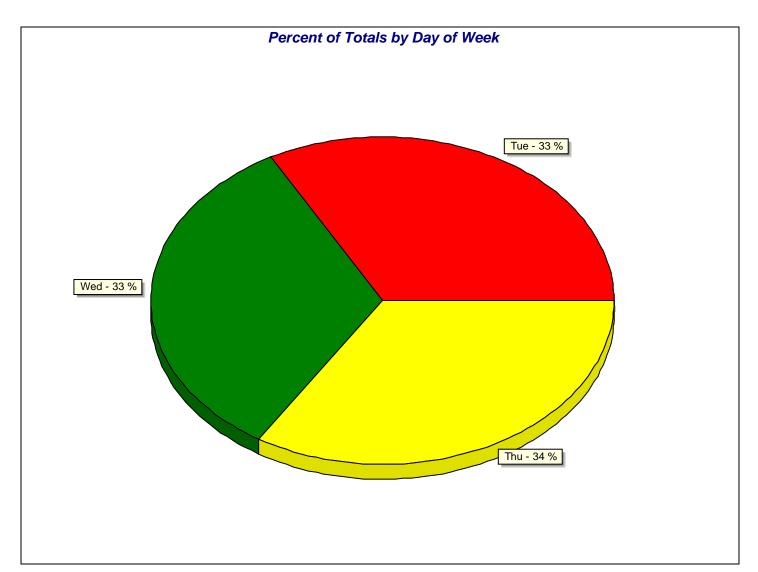
ADT Volume vs. Time (lane comparison)



HDR25101 Charts For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	4482	4482	1.0
Wed	4479	4479	1.0
Thu	4522	4522	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-



Volume Summary Report: HDR25101

Station ID: HDR25101
Info Line 1: Nauvoo Road & Info Line 2: Ontario Street

GPS Lat/Lon:

DB File: HDR25101.DB

Last Connected Device Type: Unic-L Version Number: 1.41 Serial Number: 84557

Number of Lanes: 2

Posted Speed Limit: 40.0 kph

									L	ane	Co	nfig	jura	tior	1										
# Dir.	Infor	matic	on			Volu	ıme l	Mode	· Vo	olum	e Sei	nsors	: <i>[</i>	Divide	2	Co	mme	nt							
1. 2.	NB SB						Normal Normal				Veh. Veh.			No No											
Total Count:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Lane #2	21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
TOTAL	24	31	13	15	42	185	633	794	846	872	827	930	1005	842	890	1059	1171	1084	752	505	392	300	179	92	13483
Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Lane #1	0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%	
Lane #2	0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%	
TOTAL	0%	0%	0%	0%	0%	1%	5%	6%	6%	6%	6%	7%	7%	6%	7%	8%	9%	8%	6%	4%	3%	2%	1%	1%	
ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250
Lane #2	7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245
TOTAL	8	11	5	5	14	62	211	264	282	291	276	310	335	281	297	353	391	361	251	168	130	100	59	30	4495

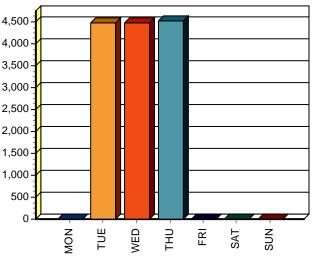
ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	4482	4479	4522	0	0	Weekday (Mon-Fri):	13483	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT:	4494	
ADT:	0	0	4482	4479	4522	0	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	33%	33%	34%	0%	0%	ADT:	0	



400 350 250 200 150 100 50 000;10 000;

ADT By Day of Week (all lanes)



Centurion Volume Summary Report Printed: 06/06/25 Page 1

Hourly Multi-Channel Report: HDR25101

Station ID: HDR25101

Info Line 1: Nauvoo Road & Info Line 2: Ontario Street

GPS Lat/Lon:

DB File: HDR25101.DB

Last Connected Device Type: Unic-L

Version Number: 1.41 Serial Number: 84557

Number of Lanes: 2

Posted Speed Limit: 40.0 kph

Lane Configuration

				_
# Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1. NB	Normal	Veh.	No	
2. SB	Normal	Veh.	No	

Hourly Multi-Channel Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	Time	#1	#2	Avg.	Total
05/27/25	00:00	1	8	5	9
Tue	01:00	6	3	5	9
	02:00	2	2	2	4
	03:00	3	2	3	5
	04:00	10	3	7	13
	05:00	40	19	30	59
	06:00	128	81	105	209
	07:00	152	119	136	271
	08:00	144	135	140	279
	09:00	163	131	147	294
	10:00	122	129	126	251
	11:00	166	160	163	326
	12:00	156	167	162	323
	13:00	134	125	130	259
	14:00	150	154	152	304
	15:00	154	193	174	347
	16:00	183	221	202	404
	17:00	161	195	178	356
	18:00	114	138	126	252
	19:00	82	99	91	181
	20:00	63	60	62	123
	21:00	50	59	55	109
	22:00	24	42	33	66
	23:00	5	24	15	29
Day Tota	al:	2213	2269	2249	4482

Percents: 49% 51%

	Lane	AM Total	AM Avg.	AM%	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
-	#1	937	78.1	42.3%	11:00 = 166	7.5%	1276	106.3	57.7%	16:00 = 183	8.3%
	#2	792	66.0	34.9%	11:00 = 160	7.1%	1477	123.1	65.1%	16:00 = 221	9.7%
	Comb.	1729	144.1	38.6%	11:00 = 326	7.3%	2753	229.4	61.4%	16:00 = 404	9.0%

Centurion Hourly Multi-Channel Report Printed: 06/06/25 Page

Date	Time	#1	#2	Avg.	Total
05/28/25	00:00	1	6	4	7
Wed	01:00	6	5	6	11
	02:00	1	4	3	5
	03:00	2	3	3	5
	04:00	12	4	8	16
	05:00	38	28	33	66
	06:00	126	89	108	215
	07:00	147	111	129	258
	08:00	154	148	151	302
	09:00	151	154	153	305
	10:00	159	130	145	289
	11:00	143	176	160	319
	12:00	155	149	152	304
	13:00	144	132	138	276
	14:00	153	164	159	317
	15:00	175	216	196	391
	16:00	177	205	191	382
	17:00	175	196	186	371
	18:00	108	123	116	231
	19:00	75	75	75	150
	20:00	54	53	54	107
	21:00	39	45	42	84
	22:00	17	31	24	48
	23:00	5	15	10	20
Day Tota	al:	2217	2262	2246	4479

Day Total: 2217 2262

Percents: 49% 51%

_	Lane	AM Total A	AM Avg.	AM%	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
	#1	940	78.3	42.4%	10:00 = 159	7.2%	1277	106.4	57.6%	16:00 = 177	8.0%
	#2	858	71.5	37.9%	11:00 = 176	7.8%	1404	117.0	62.1%	15:00 = 216	9.5%
	Comb.	1798	149.8	40.1%	11:00 = 319	7.1%	2681	223.4	59.9%	15:00 = 391	8.7%

Centurion Hourly Multi-Channel Report Printed: 06/06/25 Page 2

Date	Time	#1	#2	Avg.	Total
05/29/25	00:00	1	7	4	8
Thu	01:00	5	6	6	11
	02:00	2	2	2	4
	03:00	3	2	3	5
	04:00	11	2	7	13
	05:00	38	22	30	60
	06:00	129	80	105	209
	07:00	143	122	133	265
	08:00	136	129	133	265
	09:00	147	126	137	273
	10:00	148	139	144	287
	11:00	144	141	143	285
	12:00	206	172	189	378
	13:00	153	154	154	307
	14:00	128	141	135	269
	15:00	155	166	161	321
	16:00	203	182	193	385
	17:00	153	204	179	357
	18:00	137	132	135	269
	19:00	87	87	87	174
	20:00	94	68	81	162
	21:00	53	54	54	107
	22:00	29	36	33	65
	23:00	12	31	22	43
Day Tota	al:	2317	2205	2270	4522

Percents: 51% 49%

_	Lane	AM Total	AM Avg.	AM%	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
	#1	907	75.6	39.1%	10:00 = 148	6.4%	1410	117.5	60.9%	12:00 = 206	8.9%
	#2	778	64.8	35.3%	11:00 = 141	6.4%	1427	118.9	64.7%	17:00 = 204	9.3%
	Comb.	1685	140.4	37.3%	10:00 = 287	6.3%	2837	236.4	62.7%	16:00 = 385	8.5%

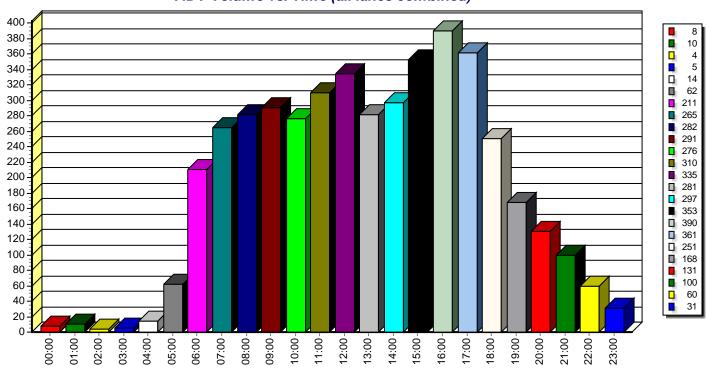
Centurion Hourly Multi-Channel Report Printed: 06/06/25 Page 3

Hourly Multi-Channel Summary: HDR25101

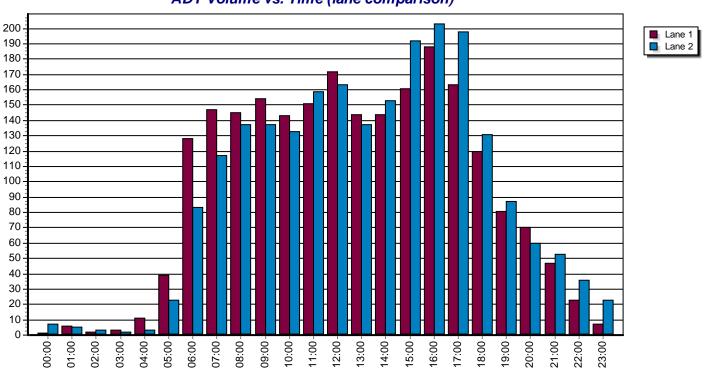
Date	Time	#1	#2	Avg.	Total							
05/27/25	00:00	3	21	12	24							
Tue	01:00	17	14	16	31							
	02:00	5	8	7	13							
	03:00	8	7	8	15							
	04:00	33	9	21	42							
	05:00	116	69	93	185							
	06:00	383	250	317	633							
	07:00	442	352	397	794							
	08:00	434	412	423	846							
	09:00	461	411	436	872							
	10:00	429	398	414	827							
	11:00	453	477	465	930							
	12:00	517	488	503	1005							
	13:00	431	411	421	842							
	14:00	431	459	445	890							
	15:00	484	575	530	1059							
	16:00	563	608	586	1171							
	17:00	489	595	542	1084							
	18:00	359	393	376	752							
	19:00	244	261	253	505							
	20:00	211	181	196	392							
	21:00	142	158	150	300							
Thu	22:00	70	109	90	179							
05/29/25	23:00	22	70	46	92							
Grand To	otal :	6747	6736	6747	13483							
Perce	ents :	50%	50%									
Lar	ne	AM Total	AM A	vg. Al	И% Р	eak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	1	2784	77	7.3 41.	.3% 0	9:00 = 461	6.8%	3963	110.1	58.7%	16:00 = 563	8.3%

6.8% 3963 16:00 = 5638.3% #2 2428 11:00 = 4777.1% 4308 119.7 64.0% 16:00 = 6089.0% 5212 144.8 38.7% 6.9% 8271 8.7% Comb. 11:00 = 930229.8 61.3% 16:00 = 1171

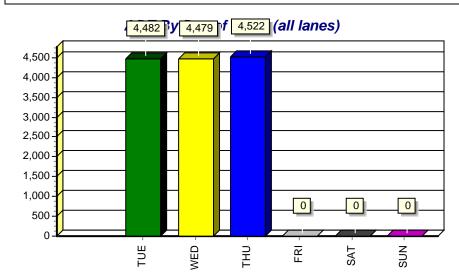
ADT Volume vs. Time (all lanes combined)



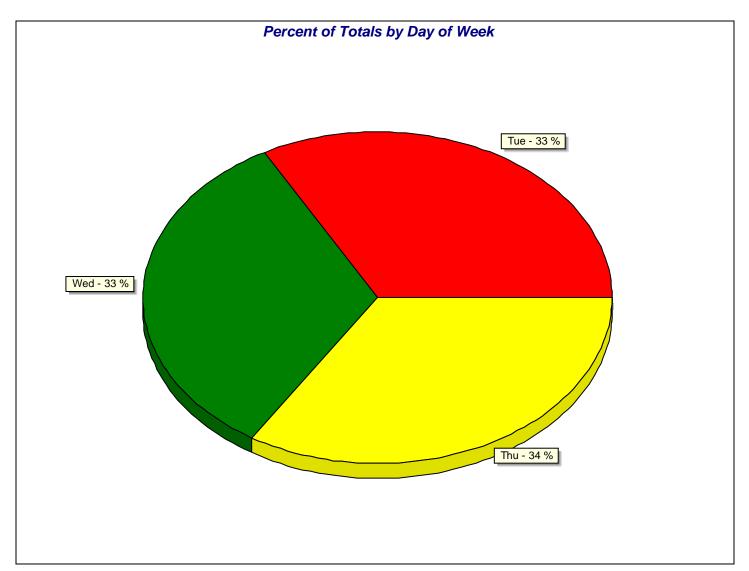
ADT Volume vs. Time (lane comparison)



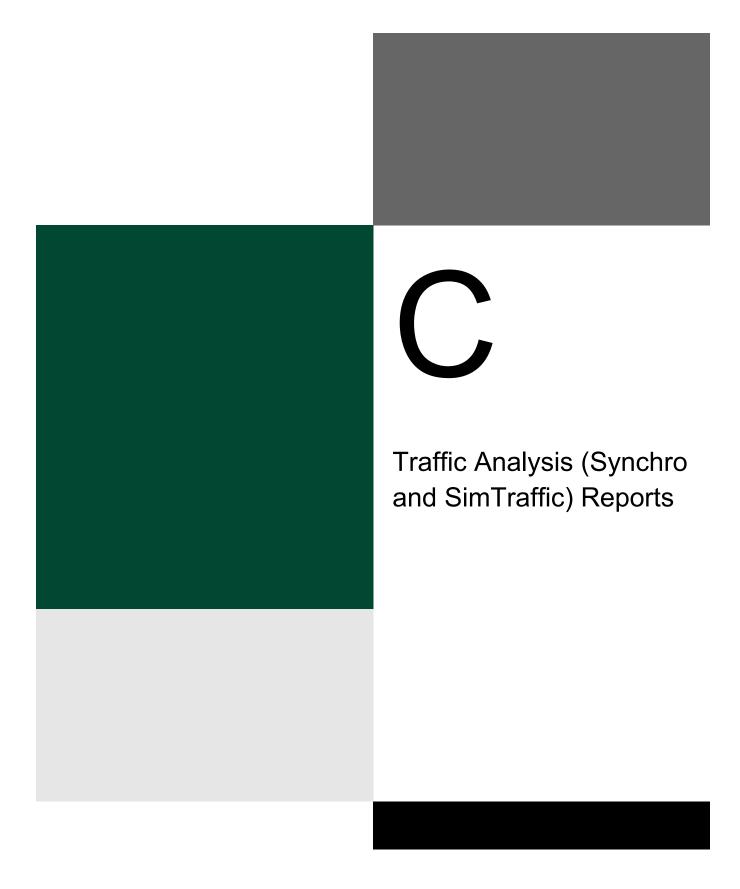
HDR25101 Charts For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	4482	4482	1.0
Wed	4479	4479	1.0
Thu	4522	4522	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-







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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			^	^	
Traffic Volume (veh/h)	8	44	0	139	150	0
Future Volume (Veh/h)	8	44	0	139	150	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	8	46	0	145	156	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)				140110	140110	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	301	156	156			
vC1, stage 1 conf vol	301	100	100			
vC2, stage 2 conf vol						
vCu, unblocked vol	301	156	156			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)	0.5	0.5	7.1			
tF (s)	3.6	3.4	2.2			
p0 queue free %	99	95	100			
cM capacity (veh/h)	668	867	1424			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	145	156			
Volume Left	8	0	0			
Volume Right	46	0	0			
cSH	830	1700	1700			
Volume to Capacity	0.07	0.09	0.09			
Queue Length 95th (m)	1.6	0.0	0.0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	Α					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utiliza	ition		17.9%	IC	CU Level c	of Service
Analysis Period (min)			15			22
raidiyolo i ollod (ililii)			10			

	1	•	1	/	/	Ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W		^		*	↑	
Traffic Volume (veh/h)	62	14	100	0	23	111	
Future Volume (Veh/h)	62	14	100	0	23	111	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	67	15	109	0	25	121	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	280	109			109		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	280	109			109		
tC, single (s)	6.7	6.2			4.3		
tC, 2 stage (s)							
tF (s)	3.8	3.3			2.4		
p0 queue free %	89	98			98		
cM capacity (veh/h)	637	950			1393		
Direction, Lane #	WB 1	NB 1	SB 1	SB 2			
Volume Total	82	109	25	121			
Volume Left	67	0	25	0			
Volume Right	15	0	0	0			
cSH	678	1700	1393	1700			
Volume to Capacity	0.12	0.06	0.02	0.07			
Queue Length 95th (m)	3.1	0.00	0.02	0.07			
Control Delay (s)	11.0	0.0	7.6	0.0			
Lane LOS	В	0.0	7.0 A	0.0			
Approach Delay (s)	11.0	0.0	1.3				
Approach LOS	В	0.0	1.0				
	D						
Intersection Summary			0.0				
Average Delay			3.3				
Intersection Capacity Utiliza	tion		18.9%	IC	U Level o	of Service	
Analysis Period (min)			15				

	۶	→	•	•	+	•	1	1	~	1	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ર્ન	7		4	
Traffic Volume (veh/h)	58	26	45	10	28	15	67	119	21	17	112	42
Future Volume (Veh/h)	58	26	45	10	28	15	67	119	21	17	112	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	28	48	11	30	16	72	128	23	18	120	45
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	484	476	144	512	475	128	167			151		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	484	476	144	512	475	128	167			151		
tC, single (s)	7.1	6.6	6.2	7.3	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.7	4.0	3.3	2.2			2.3		
p0 queue free %	86	94	95	97	93	98	95			99		
cM capacity (veh/h)	432	448	896	381	454	927	1396			1406		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	138	57	200	23	183							
Volume Left	62	11	72	0	18							
Volume Right	48	16	0	23	45							
cSH	532	508	1396	1700	1406							
Volume to Capacity	0.26	0.11	0.05	0.01	0.01							
Queue Length 95th (m)	7.8	2.9	1.2	0.0	0.3							
Control Delay (s)	14.1	13.0	3.1	0.0	0.8							
Lane LOS	В	В	A	0.0	A							
Approach Delay (s)	14.1	13.0	2.7		0.8							
Approach LOS	В	В	<u></u>		0.0							
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilizat	ion		43.7%	IC	ULevel	of Service			Α			
Analysis Period (min)			15.77		2 = 3 . 3 . (22.1.00			, ,			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	6	1	10	12	7	3	3	224	5	6	182	0
Future Volume (Veh/h)	6	1	10	12	7	3	3	224	5	6	182	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	6	1	10	12	7	3	3	229	5	6	186	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	442	438	186	446	436	232	186			234		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	442	438	186	446	436	232	186			234		
tC, single (s)	7.1	6.5	6.3	7.2	6.5	6.2	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.6	4.0	3.3	2.2			2.7		
p0 queue free %	99	100	99	98	99	100	100			99		
cM capacity (veh/h)	519	512	836	503	513	813	1401			1097		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	22	237	192								
Volume Left	6	12	3	6								
Volume Right	10	3	5	0								
cSH	667	534	1401	1097								
Volume to Capacity	0.03	0.04	0.00	0.01								
Queue Length 95th (m)	0.6	1.0	0.0	0.1								
Control Delay (s)	10.5	12.0	0.1	0.3								
Lane LOS	В	В	Α	Α								
Approach Delay (s)	10.5	12.0	0.1	0.3								
Approach LOS	В	В										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utiliza	ation		23.3%	IC	U Level	of Service			Α			
Analysis Period (min)			15									
J = 2 = ()												

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	7	*	†
Traffic Volume (veh/h)	1	78	147	13	43	169
Future Volume (Veh/h)	1	78	147	13	43	169
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	83	156	14	46	180
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	428	156			170	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428	156			170	
tC, single (s)	6.4	7.2			4.9	
tC, 2 stage (s)						
tF (s)	3.5	4.2			2.9	
p0 queue free %	100	88			96	
cM capacity (veh/h)	562	693			1047	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	84	156	14	46	180	
Volume Left	1	0	0	46	0	
Volume Right	83	0	14	0	0	
cSH	691	1700	1700	1047	1700	
Volume to Capacity	0.12	0.09	0.01	0.04	0.11	
Queue Length 95th (m)	3.1	0.0	0.0	1.0	0.0	
Control Delay (s)	10.9	0.0	0.0	8.6	0.0	
Lane LOS	В			Α		
Approach Delay (s)	10.9	0.0		1.7		
Approach LOS	В					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilizat	tion		26.0%	IC	U Level o	of Service
Analysis Period (min)			15			

Summary of All Intervals

Run Number	1	2	3	Avg	
Start Time	6:50	6:50	6:50	6:50	
End Time	8:00	8:00	8:00	8:00	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
# of Intervals	2	2	2	2	
# of Recorded Intervals	1	1	1	1	
Vehs Entered	958	951	918	940	
Vehs Exited	899	886	871	884	
Starting Vehs	55	61	66	60	
Ending Vehs	114	126	113	114	
Travel Distance (km)	2431	2418	2234	2361	
Travel Time (hr)	95.7	98.8	96.9	97.1	
Total Delay (hr)	42.6	46.1	48.1	45.6	
Total Stops	584	569	581	578	
Fuel Used (I)	189.9	190.6	180.8	187.1	

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

OL 1.T.	7.00
Start Time	7:00
End Time	8:00
LIIU IIIIIE	0.00
Total Time (min)	60
,	
Volumes adjusted by PHF,	, ANTI PHF.

Run Number	1	2	3	Avg	
Vehs Entered	958	951	918	940	
Vehs Exited	899	886	871	884	
Starting Vehs	55	61	66	60	
Ending Vehs	114	126	113	114	
Travel Distance (km)	2431	2418	2234	2361	
Travel Time (hr)	95.7	98.8	96.9	97.1	
Total Delay (hr)	42.6	46.1	48.1	45.6	
Total Stops	584	569	581	578	
Fuel Used (I)	189.9	190.6	180.8	187.1	

Intersection: 13: Inbound Scale/Office & Primary Facility Access

Movement	EB	NB	SB
Directions Served	R	LTR	LTR
Maximum Queue (m)	47.8	27.7	8.9
Average Queue (m)	9.2	8.3	0.6
95th Queue (m)	48.1	23.1	4.3
Link Distance (m)	111.3	224.5	78.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	B32	SB
Directions Served	T	T	T	T
Maximum Queue (m)	197.6	95.4	390.1	227.3
Average Queue (m)	179.6	70.6	194.3	161.6
95th Queue (m)	225.1	122.5	448.9	253.6
Link Distance (m)	174.0	66.3	373.2	224.5
Upstream Blk Time (%)	87	76	25	14
Queuing Penalty (veh)	0	0	0	7
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 7

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M			^	↑	
Traffic Volume (veh/h)	8	24	0	108	123	0
Future Volume (Veh/h)	8	24	0	108	123	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	27	0	120	137	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)				3 3		
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	257	137	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257	137	137			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)	0.0	0.2				
tF (s)	3.7	3.3	2.2			
p0 queue free %	99	97	100			
cM capacity (veh/h)	685	904	1447			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	36	120	137			
Volume Left	9	0	0			
Volume Right	27	0	0			
cSH	837	1700	1700			
Volume to Capacity	0.04	0.07	0.08			
Queue Length 95th (m)	1.0	0.0	0.0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	Α					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	А					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utiliza	ation		16.5%	IC	CU Level c	f Service
Analysis Period (min)			15			20
rusiyolo i orloa (illiii)			10			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑		*	†
Traffic Volume (veh/h)	50	13	89	0	13	92
Future Volume (Veh/h)	50	13	89	0	13	92
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	57	15	102	0	15	106
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	238	102			102	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	238	102			102	
tC, single (s)	7.0	6.6			4.5	
tC, 2 stage (s)						
tF (s)	4.0	3.6			2.5	
p0 queue free %	91	98			99	
cM capacity (veh/h)	633	863			1293	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	72	102	15	106		
Volume Left	57	0	15	0		
Volume Right	15	0	0	0		
cSH	671	1700	1293	1700		
Volume to Capacity	0.11	0.06	0.01	0.06		
Queue Length 95th (m)	2.7	0.0	0.3	0.0		
Control Delay (s)	11.0	0.0	7.8	0.0		
Lane LOS	В		Α			
Approach Delay (s)	11.0	0.0	1.0			
Approach LOS	В					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization	on		17.6%	IC	U Level o	of Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ર્ન	7		4	
Traffic Volume (veh/h)	38	19	45	18	21	13	51	115	18	11	117	41
Future Volume (Veh/h)	38	19	45	18	21	13	51	115	18	11	117	41
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	21	50	20	23	14	57	128	20	12	130	46
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	446	441	155	480	444	128	178			148		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	441	155	480	444	128	178			148		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.4	4.1			4.2		
tC, 2 stage (s)	, , ,	0.0	0.2		0.0	0.1				1.6		
tF (s)	3.5	4.0	3.3	3.6	4.0	3.4	2.2			2.3		
p0 queue free %	91	96	94	95	95	98	96			99		
cM capacity (veh/h)	470	480	894	430	478	888	1383			1392		
							1000			1002		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	113	57	185	20	188							
Volume Left	42	20	57	0	12							
Volume Right	50	14	0	20	46							
cSH	598	516	1383	1700	1392							
Volume to Capacity	0.19	0.11	0.04	0.01	0.01							
Queue Length 95th (m)	5.3	2.8	1.0	0.0	0.2							
Control Delay (s)	12.4	12.8	2.6	0.0	0.6							
Lane LOS	В	В	Α		Α							
Approach Delay (s)	12.4	12.8	2.4		0.6							
Approach LOS	В	В										
Intersection Summary							<u></u>					
Average Delay			4.8									
Intersection Capacity Utilization	on		36.3%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	4	6	8	10	1	2	6	161	8	4	142	4
Future Volume (Veh/h)	4	6	8	10	1	2	6	161	8	4	142	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	4	6	8	10	1	2	6	166	8	4	146	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	340	342	148	349	340	170	150			174		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340	342	148	349	340	170	150			174		
tC, single (s)	7.3	6.8	6.7	7.2	7.5	6.7	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.7	4.3	3.8	3.6	4.9	3.8	2.4			2.4		
p0 queue free %	99	99	99	98	100	100	100			100		
cM capacity (veh/h)	566	529	786	576	449	763	1344			1275		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	13	180	154								
Volume Left	4	10	6	4								
Volume Right	8	2	8	4								
cSH	630	586	1344	1275								
Volume to Capacity	0.03	0.02	0.00	0.00								
Queue Length 95th (m)	0.7	0.5	0.1	0.1								
Control Delay (s)	10.9	11.3	0.3	0.2								
Lane LOS	В	В	Α	Α								
Approach Delay (s)	10.9	11.3	0.3	0.2								
Approach LOS	В	В										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utiliza	ition		21.7%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	7	*	†
Traffic Volume (veh/h)	15	52	127	12	42	118
Future Volume (Veh/h)	15	52	127	12	42	118
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	58	141	13	47	131
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	366	141			154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	141			154	
tC, single (s)	6.6	7.0			5.0	
tC, 2 stage (s)						
tF (s)	3.7	4.0			3.0	
p0 queue free %	97	92			95	
cM capacity (veh/h)	563	736			1026	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	75	141	13	47	131	
Volume Left	17	0	0	47	0	
Volume Right	58	0	13	0	0	
cSH	688	1700	1700	1026	1700	
Volume to Capacity	0.11	0.08	0.01	0.05	0.08	
Queue Length 95th (m)	2.8	0.0	0.0	1.1	0.0	
Control Delay (s)	10.9	0.0	0.0	8.7	0.0	
Lane LOS	В			Α		
Approach Delay (s)	10.9	0.0		2.3		
Approach LOS	В					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilizat	tion		24.1%	IC	U Level o	of Service
Analysis Period (min)			15			

Summary of All Intervals

Run Number	1	2	3	Avg	
Start Time	12:20	12:20	12:20	12:20	
End Time	1:30	1:30	1:30	1:30	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
# of Intervals	2	2	2	2	
# of Recorded Intervals	1	1	1	1	
Vehs Entered	887	870	877	879	
Vehs Exited	831	837	820	828	
Starting Vehs	52	54	43	48	
Ending Vehs	108	87	100	92	
Travel Distance (km)	1992	1997	1913	1967	
Travel Time (hr)	66.8	81.4	72.8	73.7	
Total Delay (hr)	23.5	38.1	31.1	30.9	
Total Stops	545	583	579	567	
Fuel Used (I)	151.3	161.0	152.1	154.8	

Interval #0 Information Seeding

Start Time	12:20
End Time	12:30
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

Start Time	12:30
End Time	1:30
Total Time (min)	60
Volumes adjusted by PHF.	, Anti PHF.

Run Number	1	2	3	Avg	
Vehs Entered	887	870	877	879	
Vehs Exited	831	837	820	828	
Starting Vehs	52	54	43	48	
Ending Vehs	108	87	100	92	
Travel Distance (km)	1992	1997	1913	1967	
Travel Time (hr)	66.8	81.4	72.8	73.7	
Total Delay (hr)	23.5	38.1	31.1	30.9	
Total Stops	545	583	579	567	
Fuel Used (I)	151.3	161.0	152.1	154.8	

Intersection: 13: Inbound Scale/Office & Primary Facility Access

Movement	EB	NB	SB
Directions Served	R	LTR	LTR
Maximum Queue (m)	107.2	25.2	9.2
Average Queue (m)	32.8	8.0	2.9
95th Queue (m)	100.5	21.9	9.9
Link Distance (m)	111.3	224.5	78.6
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	2		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	B32	SB
Directions Served	T	T	T	T
Maximum Queue (m)	196.5	91.6	171.5	228.9
Average Queue (m)	165.7	39.5	37.4	167.7
95th Queue (m)	227.9	103.1	141.9	282.3
Link Distance (m)	174.0	66.3	373.2	224.5
Upstream Blk Time (%)	61	33		40
Queuing Penalty (veh)	0	0		19
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 21

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			^	^	
Traffic Volume (veh/h)	26	37	0	134	158	0
Future Volume (Veh/h)	26	37	0	134	158	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	29	41	0	147	174	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)				140110	140110	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	321	174	174			
vC1, stage 1 conf vol	JZ I	1/7	1/7			
vC2, stage 2 conf vol						
vCu, unblocked vol	321	174	174			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	0.4	0.2	7.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	100			
cM capacity (veh/h)	668	867	1403			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	70	147	174			
Volume Left	29	0	0			
Volume Right	41	0	0			
cSH	772	1700	1700			
Volume to Capacity	0.09	0.09	0.10			
Queue Length 95th (m)	2.3	0.0	0.0			
Control Delay (s)	10.1	0.0	0.0			
Lane LOS	В					
Approach Delay (s)	10.1	0.0	0.0			
Approach LOS	В					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utiliza	ation		18.7%	IC	CU Level o	of Service
Analysis Period (min)			15.77	10	. 5 25.07 0	
raidiyələ i onou (illili)			10			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		†		7	†
Traffic Volume (veh/h)	54	29	117	0	15	130
Future Volume (Veh/h)	54	29	117	0	15	130
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	61	33	133	0	17	148
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	315	133			133	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	315	133			133	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	91	96			99	
cM capacity (veh/h)	668	895			1387	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	94	133	17	148		
Volume Left	61	0	17	0		
Volume Right	33	0	0	0		
cSH	733	1700	1387	1700		
Volume to Capacity	0.13	0.08	0.01	0.09		
Queue Length 95th (m)	3.3	0.00	0.01	0.09		
Control Delay (s)	10.6	0.0	7.6	0.0		
Lane LOS	10.0 B	0.0	7.0 A	0.0		
Approach Delay (s)	10.6	0.0	0.8			
Approach LOS	10.6 B	0.0	0.0			
• •	D					
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utiliza	ation		18.9%	IC	U Level o	f Service
Analysis Period (min)			15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ર્ન	7		4	
Traffic Volume (veh/h)	36	35	44	33	27	28	44	138	36	23	172	17
Future Volume (Veh/h)	36	35	44	33	27	28	44	138	36	23	172	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	41	40	51	38	31	32	51	159	41	26	198	20
Pedestrians		7						2				
Lane Width (m)		3.7						3.7				
Walking Speed (m/s)		1.1						1.1				
Percent Blockage		1						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	576	569	217	594	538	159	225			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	576	569	217	594	538	159	225			200		
tC, single (s)	7.2	6.6	6.2	7.2	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.3	3.6	4.0	3.4	2.2			2.2		
p0 queue free %	89	90	94	89	93	96	96			98		
cM capacity (veh/h)	364	400	816	338	424	873	1334			1384		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	132	101	210	41	244							
Volume Left	41	38	51	0	26							
Volume Right	51	32	0	41	20							
cSH	479	455	1334	1700	1384							
Volume to Capacity	0.28	0.22	0.04	0.02	0.02							
Queue Length 95th (m)	8.4	6.4	0.9	0.0	0.4							
Control Delay (s)	15.3	15.2	2.1	0.0	1.0							
Lane LOS	С	С	Α		Α							
Approach Delay (s)	15.3	15.2	1.8		1.0							
Approach LOS	С	С										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilizat	ion		39.9%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	5	4	5	10	6	3	8	187	8	9	173	6
Future Volume (Veh/h)	5	4	5	10	6	3	8	187	8	9	173	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	5	6	12	7	4	9	220	9	11	204	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	480	476	208	480	476	224	211			229		
vC1, stage 1 conf vol	100											
vC2, stage 2 conf vol												
vCu, unblocked vol	480	476	208	480	476	224	211			229		
tC, single (s)	7.3	6.5	6.4	7.1	6.5	6.5	4.1			4.2		
tC, 2 stage (s)	7.0	0.0	0.1	,	0.0	0.0				1.2		
tF (s)	3.7	4.0	3.5	3.5	4.0	3.6	2.2			2.3		
p0 queue free %	99	99	99	98	99	99	99			99		
cM capacity (veh/h)	455	483	789	486	484	744	1372			1288		
					707	, , , ,	1012			1200		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	23	238	222								
Volume Left	6	12	9	11								
Volume Right	6	4	9	7								
cSH	546	516	1372	1288								
Volume to Capacity	0.03	0.04	0.01	0.01								
Queue Length 95th (m)	0.7	1.1	0.2	0.2								
Control Delay (s)	11.8	12.3	0.3	0.5								
Lane LOS	В	В	Α	Α								
Approach Delay (s)	11.8	12.3	0.3	0.5								
Approach LOS	В	В										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilizati	ion		23.1%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	M		†	7	*	†
Traffic Volume (veh/h)	11	33	163	4	22	178
Future Volume (Veh/h)	11	33	163	4	22	178
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	12	35	175	4	24	191
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	414	175			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	175			179	
tC, single (s)	6.6	6.4			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.2	
p0 queue free %	98	96			98	
cM capacity (veh/h)	552	817			1409	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	47	175	4	24	191	
Volume Left	12	0	0	24	0	
Volume Right	35	0	4	0	0	
cSH	728	1700	1700	1409	1700	
Volume to Capacity	0.06	0.10	0.00	0.02	0.11	
Queue Length 95th (m)	1.6	0.0	0.0	0.4	0.0	
Control Delay (s)	10.3	0.0	0.0	7.6	0.0	
Lane LOS	В	0.0	0.0	A	3.0	
Approach Delay (s)	10.3	0.0		0.8		
Approach LOS	В	0.0		3.0		
Intersection Summary						
			1 5			
Average Delay	rotion		1.5	10	المنتمانا	of Comiler
Intersection Capacity Utiliz	zation		25.2%	iC	U Level (of Service
Analysis Period (min)			15			

Summary of All Intervals

Run Number	1	2	3	Avg	
Start Time	3:50	3:50	3:50	3:50	
End Time	5:00	5:00	5:00	5:00	
Total Time (min)	70	70	70	70	
Time Recorded (min)	60	60	60	60	
f of Intervals	2	2	2	2	
f of Recorded Intervals	1	1	1	1	
/ehs Entered	1061	1067	1075	1068	
/ehs Exited	1024	1060	1061	1048	
Starting Vehs	50	60	72	58	
Ending Vehs	87	67	86	77	
Fravel Distance (km)	2557	2748	2634	2646	
Fravel Time (hr)	70.6	74.4	75.6	73.5	
Total Delay (hr)	15.3	14.9	18.7	16.3	
Total Stops	652	641	678	658	
uel Used (I)	185.9	198.4	192.7	192.3	

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00	
End Time	5:00	
Total Time (min)	60	
Volumes adjusted by Ph	IF, Anti PHF.	

Run Number	1	2	3	Avg	
Vehs Entered	1061	1067	1075	1068	
Vehs Exited	1024	1060	1061	1048	
Starting Vehs	50	60	72	58	
Ending Vehs	87	67	86	77	
Travel Distance (km)	2557	2748	2634	2646	
Travel Time (hr)	70.6	74.4	75.6	73.5	
Total Delay (hr)	15.3	14.9	18.7	16.3	
Total Stops	652	641	678	658	
Fuel Used (I)	185.9	198.4	192.7	192.3	

Intersection: 13: Inbound Scale/Office & Primary Facility Access

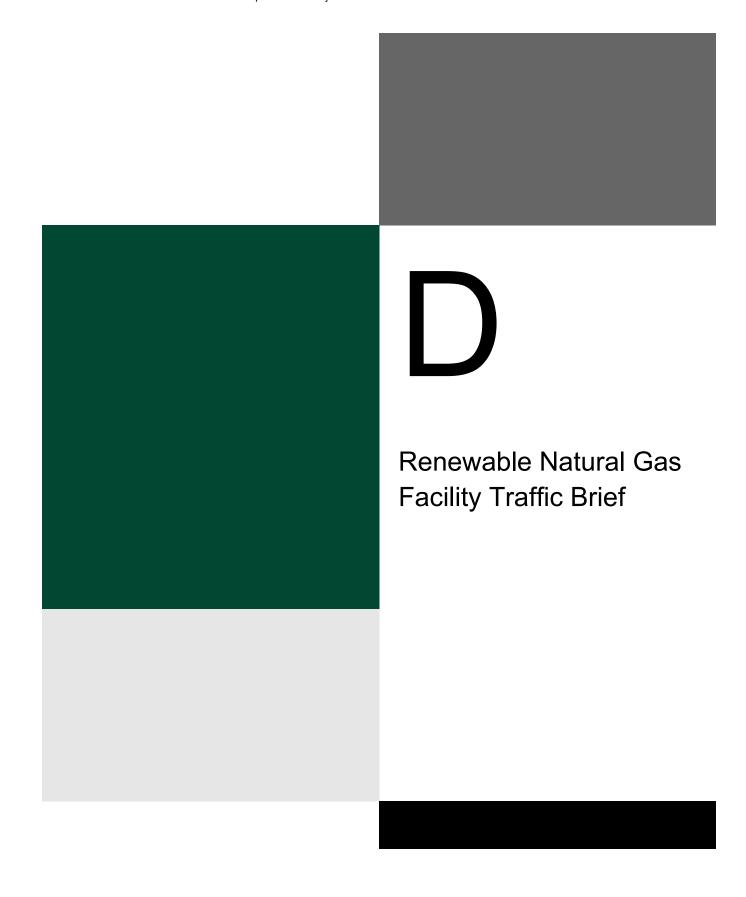
Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (m)	26.9	9.2
Average Queue (m)	8.1	3.7
95th Queue (m)	22.7	10.9
Link Distance (m)	224.5	78.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	SB
Directions Served	Т	T	T
Maximum Queue (m)	191.8	33.0	106.7
Average Queue (m)	136.7	6.7	54.4
95th Queue (m)	213.3	35.8	122.1
Link Distance (m)	174.0	66.3	224.5
Upstream Blk Time (%)	23	1	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0





Traffic Brief

Date: Tuesday, February 14, 2023

Project: Waste Management Proposed Renewable Natural Gas Facility, Township of

Warwick, Lambton County, ON

To: Waste Management

From: Carl Wong, P.Eng (HDR); Adam Beausoleil, P.Eng. (HDR)

Subject: Traffic Brief in Support of Site Plan Approval for Proposed Renewable Natural Gas

(RNG) Facility

Introduction

Waste Management attended a pre-consultation meeting with the Township of Warwick on December 1, 2022 where the land use planning approval requirements for a Renewable Natural Gas (RNG) facility at the Twin Creeks Environmental Centre were discussed.

The RNG facility would be located south of the existing Twin Creeks landfill near the existing landfill gas facility. A new access point to the RNG facility will be required and is proposed on Confederation Line between the existing Twin Creeks dog park, and the landfill westerly property line. The general location of the proposed RNG facility in the context of the landfill and dog park is shown in **Figure 1**.

The pre-consultation meeting minutes indicate that the County of Lambton Public Works requires a traffic brief to address the following topics:

- Construction traffic generated and impacts and improvements or mitigation to support that activity.
- 2) Regular operations traffic generated and improvements or mitigation to support that activity.
- 3) Estimated trip assignment and traffic operations/capacity under the pre- and post-construction scenarios.
- 4) Consideration of impacts during construction due to the reconstruction of County Road 79 (Nauvoo Road) at County Road 39 (Confederation Line).
- 5) Safety considerations.



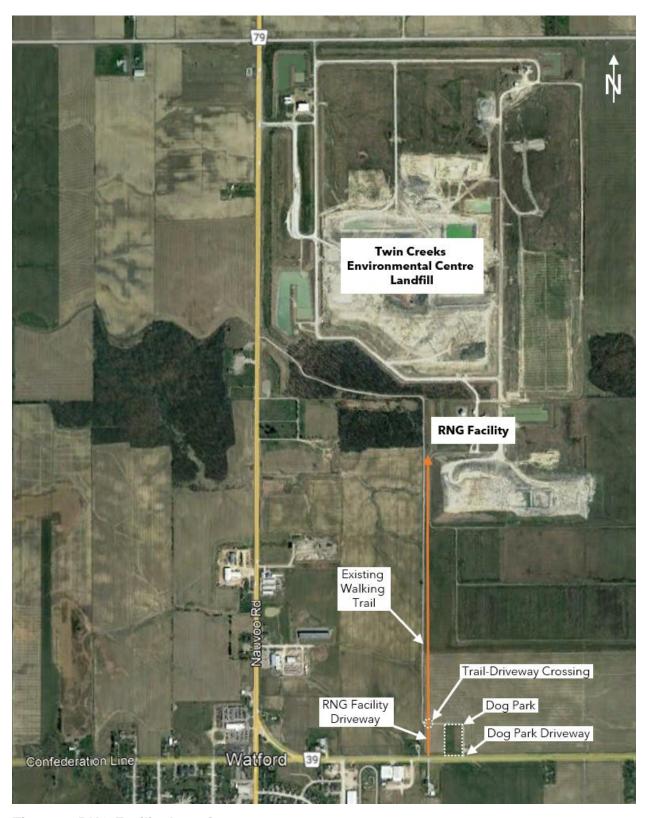


Figure 1: RNG Facility Location



Traffic Impacts During RNG Facility Construction

Site Traffic Generation

Construction of the RNG facility is expected to occur throughout 2023 and 2024. Site traffic generation during construction was estimated by following a first principles approach which looked at resource (personnel) needs during the various construction phases as well as construction material and equipment deliveries. At this time, the planning is in early stages. The personnel requirements were estimated based on the chronological order in which the facility will be constructed beginning with the survey crew and ending with the fencing crew. In each case, the crew size is estimated and it was assumed that construction activities could overlap with the previous and following tasks, to estimate the highest potential of construction personnel load on site at any given time.

In addition to construction personnel, the material and equipment deliveries were estimated using the total cubic volume or tonnage required in materials and dividing that by the capacity of a single delivery truck, to estimate the total number of deliveries required. Major equipment deliveries were explicitly considered and included in the estimate.

Although the construction is expected to last more than one year, there will be times when the personnel loads are highest (generally at the beginning of the construction phase to support excavations), and there are times when equipment and material delivery activities are expected to be higher (such as during the concreting phase).

Since it is too early to provide a very detailed schedule for the works, the potential peak hour trip generation resulting from construction activity was estimated for the weekday AM peak hour. This is when it is anticipated that most of the deliveries will be received and when the majority of the crew will arrive on site. HDR conservatively assumed that the personnel will all arrive during the AM peak hour. HDR assumed an even distribution of material/equipment deliveries during a compacted 6-month duration. This is to be conservative rather than spreading out the deliveries over a longer time span. Additionally, it was assumed that there would be 20 construction days per month and that all the deliveries for the day would be received during the weekday AM peak hour. The detailed calculations are presented in **Attachment A**.

Construction of the RNG facility is estimated to generate 100 trips during the weekday AM peak hour, comprising 83 employee/personnel trips and 17 material/equipment deliveries. During the PM peak hour, fewer trips would be expected to be generated by the construction activity since the material and equipment loads would be received during the day. Therefore, the PM peak hour trips are expected to be predominantly employee/personnel trips leaving for the day, or in the range of 83 trips during the PM peak hour.



Traffic Operations

The majority of site traffic is assumed to be destined to/from Highway 402 to the north. It is possible that some trips may come from the surrounding area and would therefore not come from Highway 402, but these are expected to be the minority of trips. Without any construction at Confederation Line and Nauvoo Road, all traffic to/from the site would be assumed to travel through this intersection and travel north along Nauvoo Road, then enter Highway 402 using the interchange along Nauvoo Road. HDR tested the traffic operations for this intersection assuming that all the construction traffic travels through this intersection.

HDR commissioned a traffic count at the intersection of Confederation Line and Nauvoo Road on November 22, 2022. Assuming that all of the weekday AM peak hour construction traffic comes from Highway 402, it is expected that there will be approximately 100 inbound trips. To be conservative, it was assumed that the equipment/material trips will leave during the same peak hour while the personnel will remain on the site. Therefore, the two-way trips being generated is 100 inbound trips assigned to the southbound left-turn movement at Confederation Line and Nauvoo Road, plus 17 outbound trips which would be assigned to the westbound rightturn at the intersection. In reality, many of the material or equipment load trucks will not arrive and depart in the same hour, which is conservatively assumed in this analysis. This westbound right-turn is a channelized turn which means that vehicles only need to yield to northbound vehicles when merging on to Nauvoo Road. During the PM peak hour, it is estimated that there would be 83 outbound trips which would be associated with the construction personnel and they would be added to the westbound right-turn movement which is currently channelized and therefore low impact on the traffic operations. However, for a conservative AM peak hour analysis it was assumed that the westbound right-turns would not occur within the channel and would be required to stop at Nauvoo Road.

The existing traffic count is provided in **Attachment B**. The Synchro analysis of existing conditions with the addition of the construction traffic is also presented in **Attachment B**.

In summary, the construction traffic will have negligible impacts on the intersection of Confederation Line and Nauvoo Road. During the weekday AM peak hour with the inclusion of RNG facility site traffic, the intersection will operate within acceptable thresholds, with the highest volume-to-capacity ratio (which is a measure of capacity being used) being 0.36 (or equivalent to 36% of the capacity used) and all approaches would be operating at Level of Service 'C' or better. This demonstrates that the construction activity would have minimal impacts on the nearby intersection operations. Site traffic would be traveling straight through the intersection of Nauvoo Road at Zion Line and would use the free-flow ramps at Highway 402 interchange which means there would be minimal impacts.

Nauvoo Road at Confederation Line Reconstruction

The pre-consultation meeting minutes indicated that the County is planning reconstruction of the intersection of Nauvoo Road at Confederation Line to occur during 2024 which overlaps with the construction of the RNG facility. The details of the reconstruction are uncertain, including the duration of the construction and the final configuration of the intersection in terms of lane configuration, and if the westbound right-turn channel will be removed.



There are two scenarios which may apply to the reconstruction of Confederation Line at Nauvoo Road:

- Part of the intersection remains open and operating but with reduced capacity. In this scenario, a portion of the RNG facility construction traffic will continue to pass through the intersection even with the reduced capacity, and some of the RNG facility construction site traffic may redivert to other routes with more capacity:
 - a. Highway 402 interchange to the east (at Kerwood Road) and traveling down to Napperton Drive (which turns into Confederation Line).
 - b. Continuing to use the Nauvoo Road Highway 402 interchange but diverting along Zion Line east to Arkona Road, and then south to Confederation Line.
 - c. A combination of a) and b)
- 2) The intersection is fully closed and vehicles must use the routes in a) and b) above.

Given the surrounding area is predominantly undeveloped and agricultural, and that Watford is the largest population centre in the surrounding area along with a major traffic destination, which is the Twin Creeks landfill, it is presumed that the highest traffic volumes in the area will be experienced along Nauvoo Road between Highway 402 and Confederation Line. There is another small hamlet along Kerwood Road south of Napperton Drive (Confederation Line), but it is notably smaller than Watford.

Detailed traffic count data is not available for roadways east of the facility; however, it is expected that traffic volumes will be lower at these other roadways and intersections to the east (i.e., along Kerwood Road and along Arkona Road). Therefore, the expectation is that the intersections along Kerwood Road and Arkona Road should be able to accommodate the projected construction traffic volumes or a portion of those traffic volumes in the event that the reconstruction of Confederation Line at Nauvoo Road only results in a partial closure of the intersection. The traffic analysis of Confederation Line at Nauvoo Road with the construction site traffic represents the critical location and time period for analysis to demonstrate that the construction activity can be accommodated by the road network.

Traffic Impacts During RNG Facility Operation

Site Traffic Generation & Traffic Operations

The site is expected to generate a low number of trips during the weekday AM, midday, or weekday PM peak hours. The RNG facility will have approximately 6 to 10 employees on site who will operate the machinery and these employees are expected to arrive to or leave the site outside of the peak periods. As a result, the site will only generate a minimal number of trips – if any – during the peak periods and in our opinion, the impacts will be negligible.



Proposed RNG Facility Driveway

The proposed driveway location and entrance to the RNG facility is approximately 640 metres east of Confederation Line and will be aligned approximately opposite an existing driveway on the south side of Confederation Line. The facility site plan and the location of the proposed driveway is shown in the site plan in **Attachment C**.

A site visit was undertaken on February 8th, 2023, and photos were captured at the location of the proposed driveway. The photos are presented in **Attachment D**.

Confederation Line has a 50 km/h posted speed limit and is straight and flat in the vicinity of the proposed driveway. The proposed driveway is located generally at the top of a very long but low elevation crest along Confederation Line.

Sightlines for the driveway were reviewed according to the Transportation Association of Canada Geometric Design Guide for Canadian Roads (2017). Using Table 2.5.2 for stopping sight distance on level roadways, it was found that the required stopping sight distance is 105 metres for a roadway with a design speed of 70 km/h. Decision sight distance was also checked using Table 9.9.4 (left-turn from stop) and Table 9.9.6 (right-turn from stop), the decision sight distance was found to be 150 metres and 130 metres, respectively.

Based on the site visit, we found the sight distance to be well in excess of the required sight distances and conclude that a driveway located approximately 640 metres east of Nauvoo Road would have adequate sightlines. If Confederation Line is widened to provide the additional 5.18 metre right-of-way requested by the County, then the sightlines should be maintained by ensuring obstructions in the clearway introduced by the widening are relocated or removed (such as poles, mail boxes, signage, or vegetation).

As shown on the attached site plan in **Attachment C**, the driveway will extend northward from the entrance at Confederation Line, to the RNG facility. The driveway will cross the existing walking trail. A pedestrian crossing sign (Watch for Pedestrians) will be placed along the driveway, in both the northbound and southbound direction, to warn drivers of the crossing location. In addition, a pedestrian warning sign (Stop for Vehicles) will be placed at the location where the walking trail crosses the driveway in both the eastbound and westbound direction.

Attachment A RNG Facility Construction Trip Generation

Trip Estimates During Construction of RNG Facility

AM Peak Hour Trips:

Duration	6 months (receiving construction materials and equipment)
Construction Materials Truck Loads/Trips	Source: email from WSP
Granular/asphalt	1050 trips
Leachate/Septic	48 trips
Geotextile	1 trips
Piping	1 trips
Building and Equipment Deliveries Truck Loads/Trips	Source: Copy of WM-95 - Equipment Dimensions Weights_Rev4.0_AVN-31Jan2023_forHDR.xlsx
Processing Equipment	112 trips
Mechanical Equipment	50 trips
Electrical Equipment	25 trips
Granular	300 trips
Concrete	400 trips
Personnel Resource Loading Plan	Source: 13914-00-C-CM-SHD-01-00_Construction Resource Allocation Plan.pdf
Daily potential peak employee load	99 persons
Vehicle Occupancy (carpool)	1.2 people per car
Vehicles trips	83 trips
Trip Summary	
Construction Material/Equipment - Total	1987 trips
Construction Material/Equipment - Monthly	331 trips (divide by 6 months construction duration)
Construction Material/Equipment - Daily	17 trips (divide by 20 days per month)
Construction Material/Equipment - AM Peak Hour	17 trips 100% assume these trips come in the morning peak hour
Personnel Trips - AM Peak Hour	83 trips

100 trips

Attachment B

Nauvoo Road at Confederation Line Turning Movement Count and Synchro Report

Morning Peak Diagram Specified Period One Hour Peak From: 8:00:00 From: 7:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 358 Buses 1 0 Buses 1 East Leg Total: 117 8 North Entering: 171 Trucks 2 1 Trucks 20 East Entering: North Peds: Cars 39 103 16 158 Cars 166 East Peds: 0 Peds Cross: Totals 42 112 17 Totals 187 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 130 137 0 15 0 1 28 1 10 Confederation Line Buses Trucks Cars Totals Confederation Line 0 3 55 58 0 26 2 43 45 Trucks Buses Totals 0 Cars 122 59 0 64 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 154 Cars 64 19 179 West Peds: 2 Trucks 8 Trucks 2 17 2 21 South Peds: 0 5 2 West Entering: 129 Buses Buses 0 South Entering: 202 West Leg Total: 266 Totals 67 South Leg Total: 369 Totals 167

Mid-day Peak Diagram Specified Period One Hour Peak From: 11:00:00 From: 11:45:00 To: 14:00:00 To: 12:45:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 330 Buses 0 0 0 Buses 0 East Leg Total: 100 21 North Entering: 166 Trucks 6 14 1 Trucks 17 East Entering: North Peds: 0 Cars 35 100 10 145 Cars 147 East Peds: n Peds Cross: Totals 41 114 11 Totals 164 Peds Cross: \bowtie Nauvoo Road Buses Trucks Cars Totals Trucks Buses Totals 9 104 113 0 13 20 0 21 17 18 Confederation Line Buses Trucks Cars **Totals** Confederation Line 0 2 36 38 0 18 19 45 Trucks Buses Totals 0 0 45 Cars 99 44 0 48 Nauvoo Road \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 162 Cars 49 100 16 165 West Peds: 2 Trucks 15 Trucks 2 2 17 South Peds: 0 13 0 0 0 West Entering: 102 Buses Buses 0 South Entering: 182 West Leg Total: 215 Totals 51 South Leg Total: 359 Totals 177

Afternoon Peak Diagram Specified Period One Hour Peak From: 16:00:00 From: 16:00:00 To: 18:00:00 To: 17:00:00 Weather conditions: Municipality: Watford Clear Site #: 000007003 Intersection: Person(s) who counted: Nauvoo Road & Confederation Line TFR File #: Count date: 22-Nov-2022 ** Non-Signalized Intersection ** Major Road: Nauvoo Road runs N/S North Leg Total: 404 Buses 0 0 Buses 0 East Leg Total: 182 12 North Entering: 206 Trucks 0 12 0 Trucks 13 East Entering: 88 North Peds: 0 Cars 17 153 23 193 Cars 185 East Peds: n Peds Cross: Totals 17 166 23 Totals 198 Peds Cross: ⋈ Nauvoo Road Trucks Buses Totals Buses Trucks Cars Totals Cars 87 88 2 0 28 27 0 0 27 31 0 33 Confederation Line 0 Buses Trucks Cars Totals Confederation Line 0 2 34 36 0 33 35 43 44 Trucks Buses Totals 0 1 Cars 92 110 0 94 Nauvoo Road \mathbb{X} Peds Cross: 204 Peds Cross: \bowtie Cars 227 Cars 43 125 36 West Peds: 7 Trucks 15 0 10 South Peds: 2 Trucks 1 9 0 West Entering: 115 Buses Buses 0 0 South Entering: 214 West Leg Total: 203 South Leg Total: 457 Totals 243 Totals 44

Total Count Diagram

Municipality: Watford

Site #: 0000007003

Intersection: Nauvoo Road & Confederation Line

TFR File #: 1

Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

North Leg Total: 2331

 Buses
 1
 7
 0
 8

 Trucks
 17
 89
 12
 118

 Cars
 202
 747
 115
 1064

 Totals
 220
 843
 127

8 118 1064

Nauvoo Road

Buses 3

Trucks 110

Cars 1028

Totals 1141

Major Road: Nauvoo Road runs N/S

East Leg Total: 910
East Entering: 444
East Peds: 0
Peds Cross: \[\bar{2} \]

Buses Trucks Cars Totals 5 31 658 694







 Cars
 Trucks
 Buses
 Totals

 113
 9
 0
 122

 153
 7
 2
 162

 145
 14
 1
 160

 411
 30
 3

Confederation Line

Trucks	Cars	Totals
12	255	267
8	176	184
5	275	280
25	706	,
	12 8 5	8 176 5 275





Confederation Line

26

Cars 440

Peds Cross:
West Peds: 19
West Entering: 731
West Leg Total: 1425

 Cars
 1167

 Trucks
 108

 Buses
 8

 Totals
 1283

Nauvoo Road

 Cars
 303
 660
 149
 1112

 Trucks
 7
 89
 6
 102

 Buses
 2
 3
 0
 5

 Totals
 312
 752
 155

Peds Cross:
South Peds: 3
South Entering: 1219
South Leg Total: 2502

0

Trucks Buses Totals

466

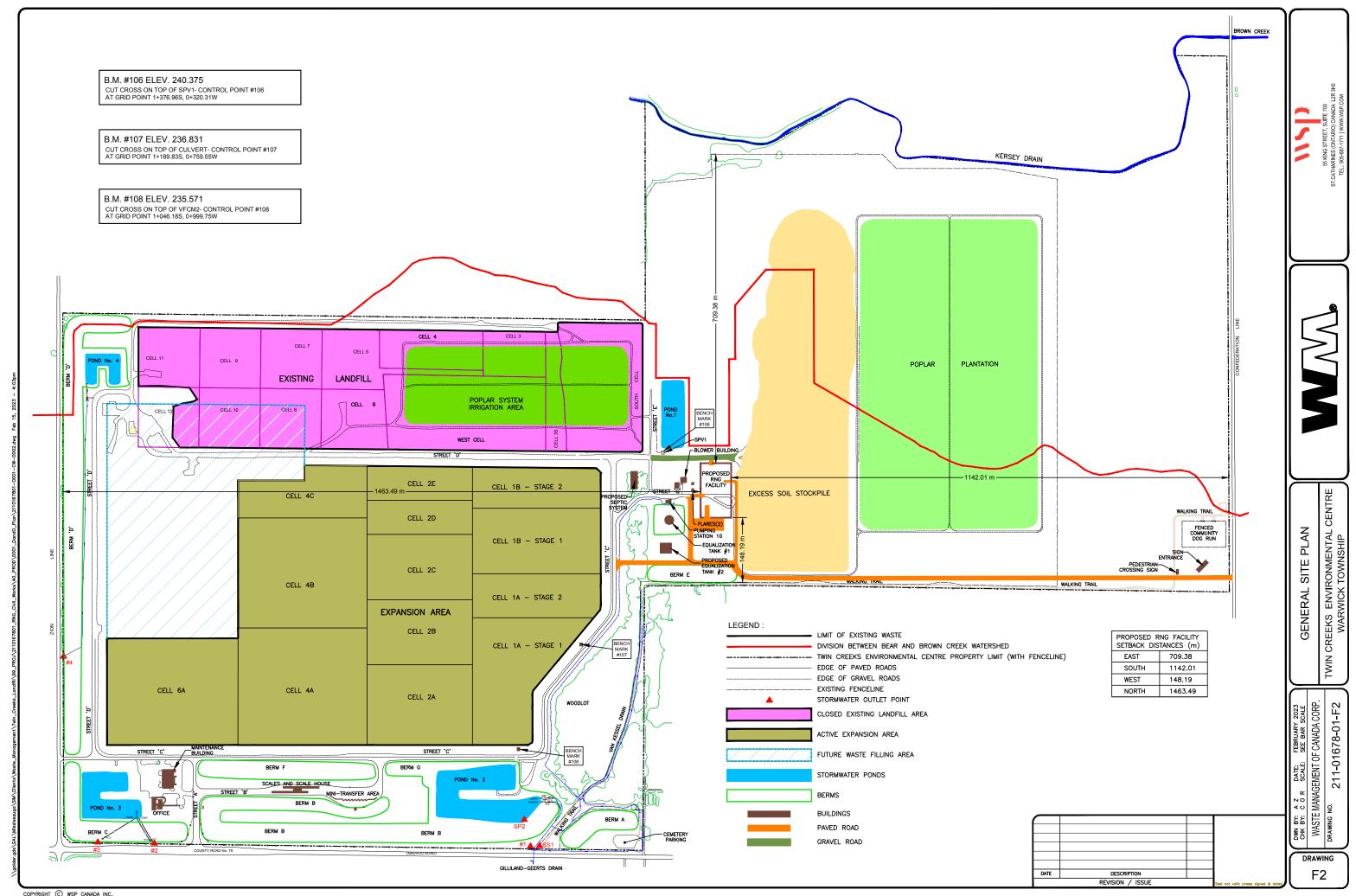
Nauvoo Road & Confederation Line Traffic Count Summary

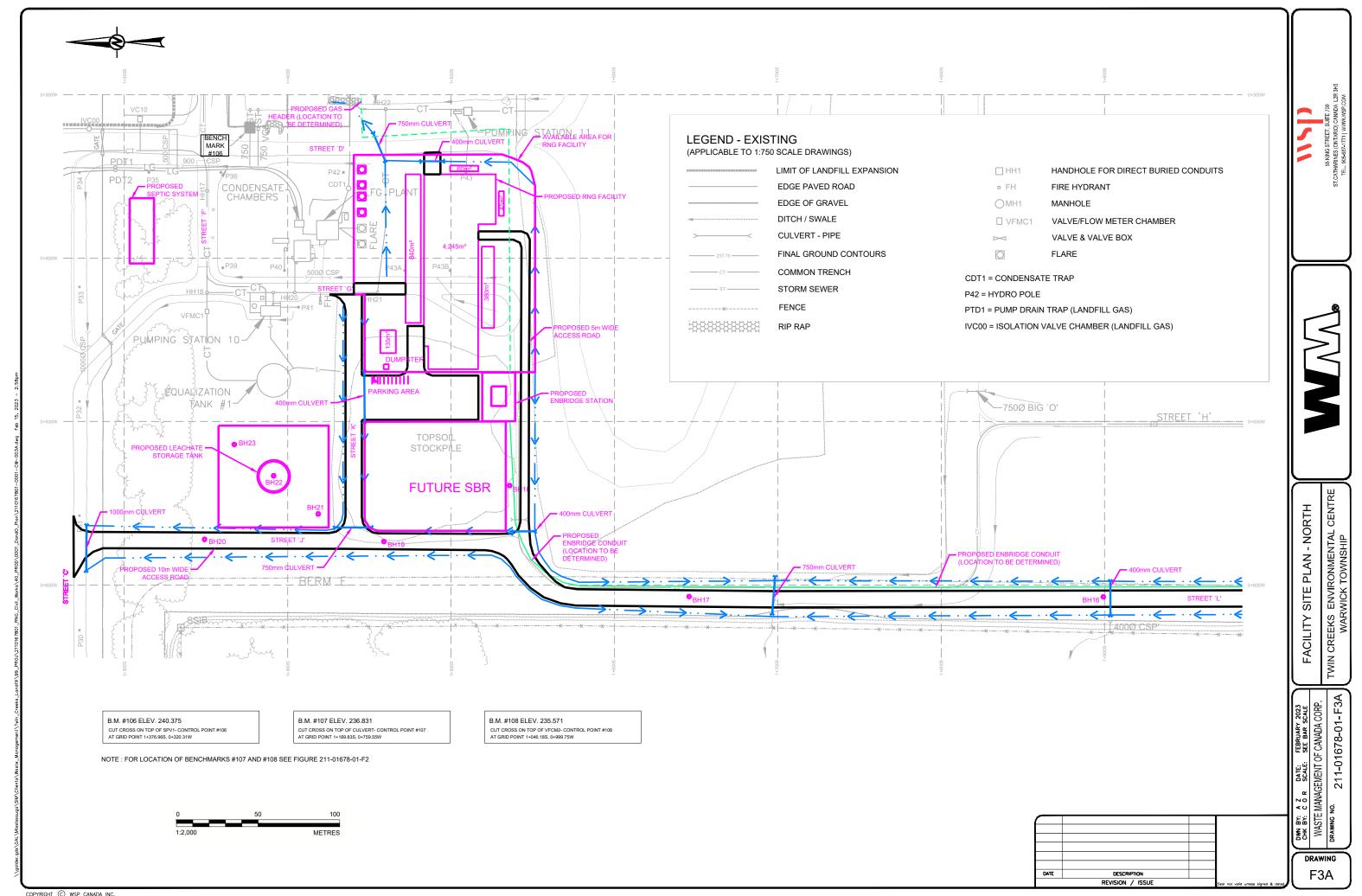
Hour Includes Cares, Trucks, & Blueses Floating Includes Cares, Trucks, & Blueses Includes C	Intersection: Nauvoo Road & Confederation Line Count Date: 22-Nov-2022 Municipality: Watford													
Hourg Ending	North Approach Totals							South	South Approach Totals					
Ending	Hour	Includ	es Cars, T	rucks, & B		Total		اما		Include	es Cars, T	rucks, & B		Total
8:00:00 15 81 33 129 0 312 8:00:00 58 110 15 183 1 19 9:00:00 17 112 42 171 0 373 9:00:00 67 114 21 202 0 11:00:00 0 0 0 0 0 0 12:00:00 20 104 27 151 0 312 12:00:00 37 103 21 161 0 12:00:00 7 114 36 157 0 323 13:00:00 45 102 19 166 0 14:00:00 13 113 33 159 0 294 14:00:00 32 88 15 135 105 104:00:00 0 0 0 0 0 0 0 16:00:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Left	Thru	Right	Total					Left	Thru	Right		
9.900.00													- 1	- 1
11:00:00														
12:00:00					I							I		
13:00:00											-			0
14:00:00														0
16:00:00														ő
Totals: 127 843 220 1190 0 2409 312 752 155 1219 3	16:00:00				I		0	16:00	0:00			I		0
Totals: 127 843 220 1190 0 2409 312 752 155 1219 3														2
Hour Ending	18:00:00	32	153	32	217	0	375	18:00	0:00	29	101	28	158	0
Hour Ending														
Hour Ending	Totals:	127	843	220	1190	0	2409			312	752	155	1219	3
Hour Ending Left Thru		East	Appro	ach Tota	als			West Approach Totals						
Totals Left	Hour	Includ	es Cars, I	rucks, & B		Total	East/West Hour			Include	es Cars, I			
8:00:00	Ending				Total	Peds	Approaches	Endi	ng				Total	Peds
9:00:00													- 1	
16:00:00														3
16:00:00														2
16:00:00														0
16:00:00						_								3
Totals: 160 162 122 444 0 1175 267 184 280 731 19 Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00														4
Totals: 160 162 122 444 0 1175 267 184 280 731 19 Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00											-	- 1	- 1	0
Totals: 160 162 122 444 0 1175 267 184 280 731 19 Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00														7
Calculated Values for Traffic Crossing Major Street Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00	18:00:00	38	23	18	79	0	162	18:00):00	20	25	38	83	O
Hours Ending: 8:00 9:00 12:00 13:00 14:00 16:00 17:00 18:00	Totals:	160	162					ossin	a Ma			280	731	19
	Hours En	dina.	8.00				or manife of		_	-		18:00		

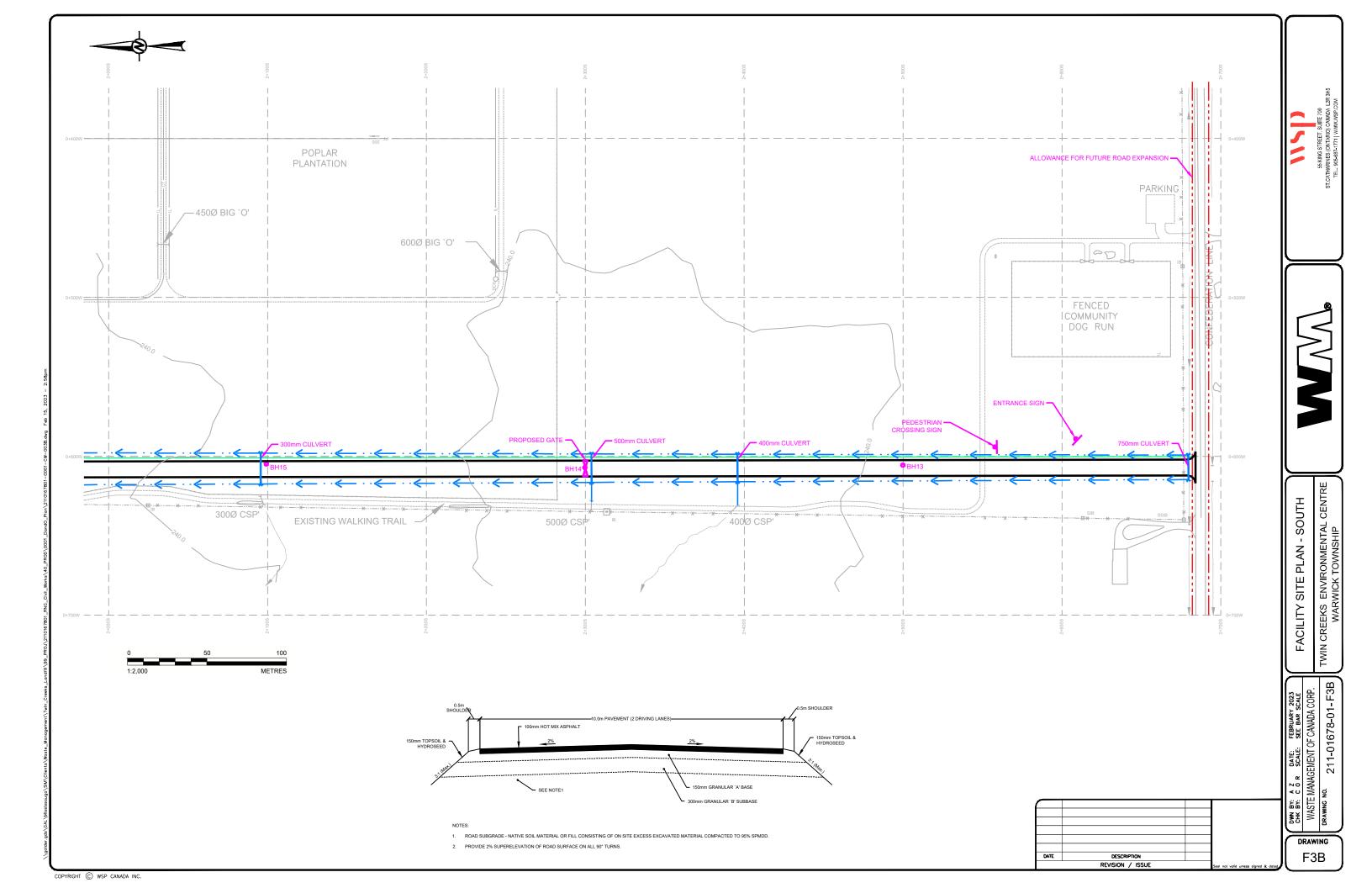
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	7		4	
Traffic Volume (veh/h)	58	26	45	10	28	30	67	114	21	115	112	42
Future Volume (Veh/h)	58	26	45	10	28	30	67	114	21	115	112	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	28	48	11	30	32	72	123	23	124	120	45
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	704	680	142	720	680	123	165			146		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	704	680	142	720	680	123	165			146		
tC, single (s)	7.1	6.6	6.2	7.3	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.7	4.0	3.3	2.2			2.3		
p0 queue free %	78	91	95	96	91	97	95			91		
cM capacity (veh/h)	280	316	900	255	321	933	1401			1412		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	138	73	195	23	289							
Volume Left	62	11	72	0	124							
Volume Right	48	32	0	23	45							
cSH	380	427	1401	1700	1412							
Volume to Capacity	0.36	0.17	0.05	0.01	0.09							
Queue Length 95th (m)	12.4	4.6	1.2	0.0	2.2							
Control Delay (s)	19.8	15.2	3.1	0.0	3.8							
Lane LOS	C	C	A	0.0	A							
Approach Delay (s)	19.8	15.2	2.8		3.8							
Approach LOS	С	C										
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilizatio	n		42.1%	IC	ULevel	of Service			Α			
Analysis Period (min)			15		2 20.01	. 3030						

Synchro 11 Report AM Peak 11:50 am 01/27/2023

Attachment C Facility Site Plan









SIGN DETAILS

TWIN CREEKS ENVIRONMENTAL CENTRE WARWICK TOWNSHIP

DRAWING NO. 211-01678-01-F6

DRAWING F6

WASTE MANAGEMENT **Twin Creeks Environmental Centre** OPERATOR: WASTE MANAGEMENT CONTACT NO: 519-849-5810 EMERGENCY NO: 1-800-465-455 CERTIFICATE: A032203 FOR COMPLAINTS CALL: 519-849-5810 -1m x 1m x 1m 1m x 1m x 1m-WOODEN POLES IORMAL HOURS OF OPERATION WOODEN POLES 4m x 1m WOODEN BOARD - 2m HIGH WOODEN POLES 0.5m BURIED 2m HIGH WOODEN POLES -0.5m BURIED

30" x 30"-

SITE ENTRANCE SIGN N.T.S.

PEDESTRIAN CROSSING SIGN N.T.S.

DESCRIPTION

Attachment D

Photos at Proposed RNG Facility Driveway along
Confederation Line
(640 metres east of Nauvoo Road)





Confederation Line - Looking East - Approximately 700 metres east of Nauvoo Road



Confederation Line - Looking West - Approximately 700 metres east of Nauvoo Road





Confederation Line - Looking East - Approximately 640 metres east of Nauvoo Road



Confederation Line - Looking West - Approximately 640 metres east of Nauvoo Road