

ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: TH 65 & 53rd Avenue
 Date: 11/13/2024
 Duration: 0600-1900

Site Code: 129
 Ref Pt: N/A
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

| Start Time | TH 65 Southbound | | | | | | 53rd Avenue Westbound | | | | | | TH 65 Northbound | | | | | | 53rd Avenue Eastbound | | | | | | Int. Veh. Total | Int. Ped/ Bike Total |
|-------------------|------------------|------------|------------|------------|-------------|-------------|-----------------------|-----------|-----------|------------|------------|-------------|------------------|------------|------------|-----------|-------------|-------------|-----------------------|------------|-----------|------------|------------|-------------|-----------------|----------------------|
| | U-Turn | Left | Thru | Right | App. Total | Peds/ Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/ Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/ Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/ Bikes | | |
| 6:00 | 2 | 7 | 70 | 17 | 96 | -- | -- | -- | -- | 10 | 10 | -- | -- | 3 | 81 | 2 | 86 | -- | 1 | 11 | 1 | 6 | 19 | 1 | 211 | 1 |
| 6:15 | -- | 8 | 87 | 11 | 106 | 1 | -- | 1 | 2 | 11 | 14 | -- | -- | 8 | 117 | 2 | 127 | -- | -- | 12 | 2 | 2 | 16 | -- | 263 | 1 |
| 6:30 | -- | 8 | 87 | 11 | 106 | -- | -- | -- | 1 | 22 | 23 | -- | -- | 5 | 171 | 7 | 183 | -- | 2 | 9 | 4 | 10 | 25 | 2 | 337 | 2 |
| 6:45 | 1 | 10 | 122 | 22 | 155 | -- | -- | 4 | 3 | 24 | 31 | -- | -- | 8 | 134 | 1 | 143 | -- | 1 | 13 | 3 | 6 | 23 | -- | 352 | -- |
| Hour Total | 3 | 33 | 366 | 61 | 463 | 1 | -- | 5 | 6 | 67 | 78 | -- | -- | 24 | 503 | 12 | 539 | -- | 4 | 45 | 10 | 24 | 83 | 3 | 1163 | 4 |
| 7:00 | -- | 7 | 154 | 34 | 195 | -- | -- | 4 | 4 | 22 | 30 | -- | -- | 15 | 144 | 3 | 162 | -- | 3 | 15 | 3 | 14 | 35 | 2 | 422 | 2 |
| 7:15 | -- | 12 | 173 | 37 | 222 | 1 | -- | -- | 7 | 16 | 23 | -- | -- | 19 | 168 | 2 | 189 | 2 | 3 | 27 | 6 | 21 | 57 | -- | 491 | 3 |
| 7:30 | 1 | 19 | 216 | 46 | 282 | 2 | -- | 7 | 9 | 31 | 47 | -- | -- | 13 | 200 | 7 | 220 | -- | 3 | 32 | 2 | 13 | 50 | -- | 599 | -- |
| 7:45 | -- | 15 | 222 | 55 | 292 | 2 | -- | 4 | 9 | 19 | 32 | -- | -- | 15 | 228 | 4 | 247 | 1 | -- | 25 | 6 | 19 | 50 | 1 | 621 | 4 |
| Hour Total | 1 | 53 | 765 | 231 | 991 | 3 | -- | 15 | 29 | 88 | 132 | -- | -- | 62 | 740 | 16 | 818 | 3 | 9 | 99 | 17 | 67 | 192 | 3 | 2133 | 9 |
| 8:00 | -- | 28 | 198 | 76 | 302 | -- | -- | 4 | 8 | 28 | 40 | -- | -- | 17 | 193 | 5 | 215 | -- | 1 | 33 | 7 | 22 | 63 | -- | 620 | -- |
| 8:15 | -- | 22 | 136 | 48 | 206 | 1 | -- | 10 | 10 | 31 | 51 | -- | 1 | 24 | 154 | 5 | 184 | 1 | 4 | 30 | 8 | 31 | 73 | -- | 514 | 2 |
| 8:30 | 1 | 24 | 158 | 60 | 243 | -- | -- | 9 | 10 | 22 | 41 | -- | 1 | 19 | 160 | 7 | 187 | 1 | 5 | 29 | 5 | 18 | 57 | 2 | 528 | 3 |
| 8:45 | 1 | 32 | 153 | 47 | 233 | 1 | -- | 6 | 9 | 28 | 43 | -- | 1 | 14 | 155 | 12 | 182 | -- | 5 | 49 | 5 | 29 | 88 | 2 | 546 | 3 |
| Hour Total | 2 | 106 | 645 | 231 | 984 | 2 | -- | 29 | 37 | 109 | 175 | -- | 3 | 74 | 662 | 29 | 768 | 2 | 15 | 141 | 25 | 100 | 281 | 4 | 2208 | 8 |
| 9:00 | -- | 22 | 177 | 49 | 248 | -- | -- | 7 | 8 | 27 | 42 | -- | -- | 24 | 135 | 5 | 164 | 1 | 3 | 27 | 6 | 21 | 57 | -- | 511 | 1 |
| 9:15 | 1 | 25 | 139 | 54 | 219 | -- | -- | 8 | 12 | 34 | 54 | -- | -- | 28 | 146 | 5 | 179 | 2 | 7 | 30 | 11 | 24 | 72 | -- | 524 | 2 |
| 9:30 | -- | 29 | 136 | 50 | 215 | -- | -- | 10 | 6 | 29 | 45 | -- | -- | 26 | 170 | 7 | 203 | -- | 1 | 29 | 6 | 22 | 58 | -- | 521 | -- |
| 9:45 | 1 | 36 | 150 | 46 | 233 | -- | -- | 6 | 9 | 31 | 46 | -- | -- | 35 | 159 | 12 | 206 | 1 | 3 | 34 | 7 | 36 | 80 | 1 | 565 | 2 |
| Hour Total | 2 | 112 | 602 | 199 | 915 | -- | -- | 31 | 35 | 121 | 187 | -- | -- | 113 | 610 | 29 | 752 | 4 | 14 | 120 | 30 | 103 | 267 | 1 | 2121 | 5 |
| 10:00 | 3 | 34 | 173 | 48 | 258 | 1 | -- | 6 | 7 | 33 | 46 | -- | 1 | 27 | 158 | 11 | 197 | -- | 2 | 35 | 13 | 27 | 77 | 1 | 578 | 2 |
| 10:15 | 1 | 35 | 155 | 48 | 239 | 1 | -- | 16 | 7 | 35 | 58 | -- | 1 | 20 | 136 | 12 | 169 | 1 | 5 | 38 | 7 | 32 | 82 | 2 | 548 | 4 |
| 10:30 | 3 | 44 | 155 | 46 | 248 | -- | -- | 6 | 9 | 41 | 56 | -- | -- | 40 | 158 | 16 | 214 | -- | 3 | 48 | 6 | 44 | 101 | 2 | 619 | 2 |
| 10:45 | 2 | 31 | 146 | 60 | 239 | 1 | -- | 15 | 13 | 36 | 64 | -- | -- | 36 | 149 | 11 | 196 | -- | 5 | 31 | 10 | 45 | 91 | 1 | 590 | 2 |
| Hour Total | 9 | 144 | 629 | 202 | 984 | 3 | -- | 43 | 36 | 145 | 224 | -- | 2 | 123 | 601 | 50 | 776 | 1 | 15 | 152 | 36 | 148 | 351 | 6 | 2335 | 10 |
| 11:00 | -- | 25 | 204 | 58 | 287 | 1 | -- | 11 | 7 | 39 | 57 | -- | -- | 29 | 172 | 12 | 213 | 1 | 4 | 48 | 10 | 34 | 96 | 2 | 653 | 4 |
| 11:15 | 1 | 46 | 174 | 47 | 268 | -- | -- | 18 | 10 | 29 | 57 | -- | -- | 38 | 174 | 14 | 226 | 1 | 5 | 44 | 12 | 32 | 93 | 1 | 644 | 2 |
| 11:30 | 3 | 49 | 217 | 87 | 356 | -- | -- | 11 | 6 | 27 | 44 | -- | 1 | 35 | 192 | 13 | 241 | -- | 3 | 48 | 9 | 40 | 100 | -- | 741 | -- |
| 11:45 | 1 | 33 | 224 | 62 | 320 | 2 | -- | 20 | 13 | 37 | 70 | -- | -- | 36 | 213 | 17 | 266 | -- | 2 | 51 | 16 | 38 | 107 | 2 | 763 | 4 |
| Hour Total | 5 | 153 | 819 | 254 | 1231 | 3 | -- | 60 | 36 | 132 | 228 | -- | 1 | 138 | 751 | 56 | 946 | 2 | 14 | 191 | 47 | 144 | 396 | 5 | 2801 | 10 |
| 12:00 | 1 | 34 | 199 | 53 | 287 | -- | -- | 14 | 11 | 45 | 70 | -- | 2 | 35 | 171 | 6 | 214 | -- | 4 | 57 | 12 | 43 | 116 | -- | 687 | -- |
| 12:15 | 2 | 42 | 208 | 51 | 303 | -- | -- | 9 | 12 | 37 | 58 | -- | 1 | 29 | 203 | 21 | 254 | -- | 3 | 54 | 12 | 39 | 108 | 1 | 723 | 1 |
| 12:30 | 1 | 38 | 198 | 60 | 297 | 2 | -- | 16 | 11 | 40 | 67 | -- | -- | 31 | 221 | 12 | 264 | 1 | 1 | 72 | 12 | 50 | 135 | 3 | 763 | 6 |
| 12:45 | -- | 36 | 187 | 68 | 291 | -- | -- | 16 | 14 | 39 | 69 | -- | -- | 33 | 229 | 16 | 278 | -- | -- | 53 | 8 | 44 | 105 | 2 | 743 | 2 |
| Hour Total | 4 | 150 | 792 | 232 | 1178 | 2 | -- | 55 | 48 | 161 | 264 | -- | 3 | 128 | 824 | 55 | 1010 | 1 | 8 | 236 | 44 | 176 | 464 | 6 | 2916 | 9 |
| 13:00 | 1 | 33 | 193 | 96 | 323 | -- | -- | 19 | 9 | 51 | 79 | -- | 2 | 43 | 214 | 17 | 276 | -- | 1 | 40 | 12 | 54 | 107 | 1 | 785 | 1 |
| 13:15 | 2 | 27 | 219 | 66 | 314 | -- | -- | 15 | 18 | 30 | 63 | -- | 1 | 34 | 222 | 19 | 276 | -- | 4 | 65 | 10 | 47 | 126 | 1 | 779 | 1 |
| 13:30 | 2 | 43 | 175 | 68 | 288 | -- | -- | 20 | 7 | 39 | 66 | -- | 1 | 37 | 201 | 14 | 253 | 1 | 4 | 55 | 14 | 50 | 123 | -- | 730 | 1 |
| 13:45 | 2 | 36 | 193 | 48 | 279 | -- | -- | 13 | 4 | 37 | 54 | -- | 1 | 32 | 208 | 9 | 250 | 1 | 4 | 47 | 12 | 37 | 100 | 1 | 683 | 2 |
| Hour Total | 7 | 139 | 780 | 278 | 1204 | -- | -- | 67 | 38 | 157 | 262 | -- | 5 | 146 | 845 | 59 | 1055 | 2 | 13 | 207 | 48 | 188 | 456 | 3 | 2977 | 5 |
| 14:00 | 2 | 36 | 213 | 62 | 313 | -- | -- | 16 | 8 | 48 | 72 | -- | 2 | 27 | 185 | 23 | 237 | 4 | -- | 50 | 8 | 41 | 99 | -- | 721 | 4 |
| 14:15 | 1 | 33 | 220 | 56 | 310 | 2 | -- | 14 | 9 | 46 | 69 | -- | 1 | 32 | 206 | 12 | 251 | -- | 3 | 58 | 9 | 44 | 114 | 4 | 744 | 6 |
| 14:30 | 3 | 27 | 183 | 77 | 290 | -- | -- | 14 | 9 | 37 | 60 | -- | 1 | 47 | 233 | 12 | 293 | -- | 1 | 57 | 12 | 44 | 114 | 1 | 757 | 1 |
| 14:45 | 3 | 26 | 241 | 67 | 337 | 2 | -- | 18 | 13 | 40 | 71 | -- | -- | 31 | 227 | 8 | 266 | 2 | 1 | 47 | 11 | 45 | 104 | -- | 778 | 4 |
| Hour Total | 9 | 122 | 857 | 262 | 1250 | 4 | -- | 62 | 39 | 171 | 272 | -- | 4 | 137 | 851 | 55 | 1047 | 6 | 5 | 212 | 40 | 174 | 431 | 5 | 3000 | 15 |
| 15:00 | 3 | 38 | 229 | 84 | 354 | 1 | -- | 11 | 14 | 34 | 59 | -- | 2 | 24 | 245 | 21 | 292 | -- | 1 | 41 | 12 | 53 | 107 | 5 | 812 | 6 |
| 15:15 | 2 | 33 | 221 | 69 | 325 | -- | -- | 14 | 12 | 30 | 56 | -- | 2 | 36 | 229 | 16 | 283 | 1 | 1 | 59 | 14 | 52 | 126 | -- | 790 | 1 |
| 15:30 | 2 | 34 | 205 | 62 | 303 | -- | -- | 11 | 14 | 43 | 68 | -- | 1 | 44 | 269 | 13 | 327 | -- | 5 | 46 | 8 | 42 | 101 | 2 | 799 | 2 |
| 15:45 | 1 | 27 | 238 | 74 | 340 | -- | -- | 14 | 14 | 34 | 62 | -- | 1 | 35 | 233 | 17 | 286 | -- | 1 | 55 | 16 | 40 | 112 | 4 | 800 | 4 |
| Hour Total | 8 | 132 | 893 | 289 | 1322 | 1 | -- | 50 | 54 | 141 | 245 | -- | 6 | 139 | 976 | 67 | 1188 | 1 | 8 | 201 | 50 | 187 | 446 | 11 | 3201 | 13 |
| 16:00 | 4 | 30 | 184 | 67 | 285 | -- | -- | 19 | 12 | 19 | 50 | -- | -- | 40 | 198 | 12 | 250 | -- | 3 | 57 | 14 | 50 | 124 | 1 | 709 | 1 |
| 16:15 | 2 | 35 | 194 | 57 | 288 | -- | -- | 11 | 8 | 40 | 59 | -- | 4 | 35 | 191 | 17 | 247 | -- | 3 | 54 | 15 | 55 | 127 | 1 | 721 | 1 |
| 16:30 | 4 | 31 | 181 | 61 | 277 | 1 | -- | 9 | 8 | 18 | 35 | -- | -- | 40 | 254 | 18 | 312 | 1 | 3 | 37 | 12 | 46 | 98 | -- | 722 | 2 |
| 16:45 | -- | 19 | 184 | 55 | 258 | 1 | -- | 12 | 14 | 32 | 58 | 2 | -- | 55 | 218 | 18 | 291 | 2 | 6 | 58 | 20 | 53 | 137 | 4 | 744 | 9 |
| Hour Total | 10 | 115 | 743 | | | | | | | | | | | | | | | | | | | | | | | |

ALLIANT ENGINEERING, INC.

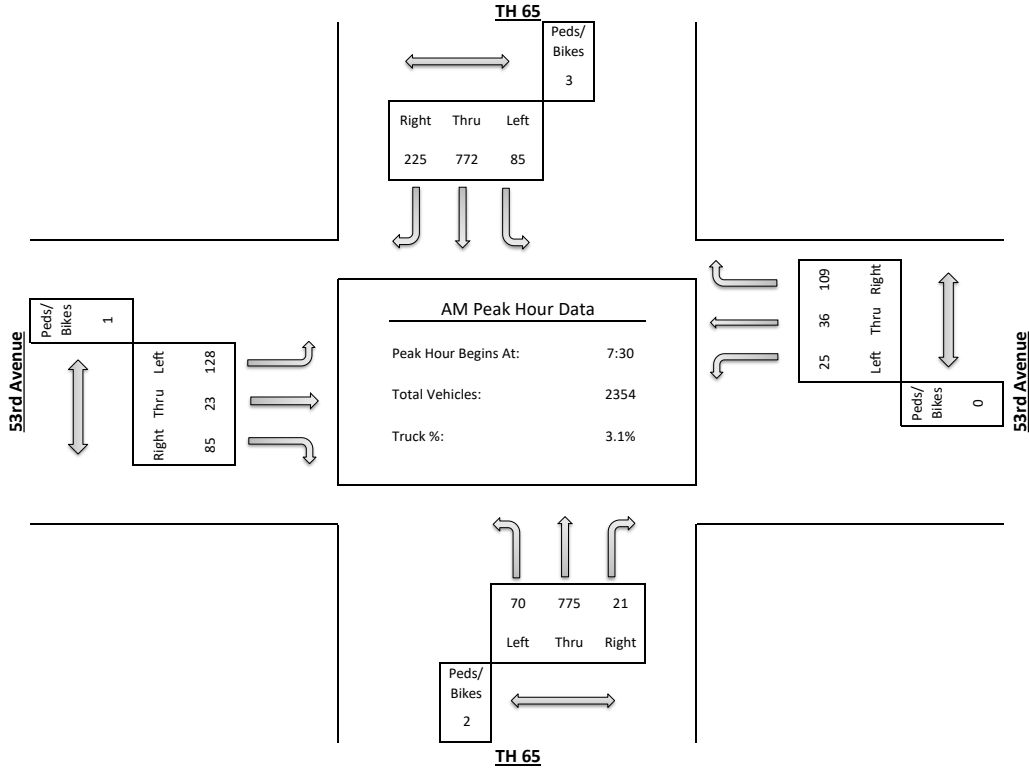
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| Start Time | TH 65 Southbound | | | | | | 53rd Avenue Westbound | | | | | | TH 65 Northbound | | | | | | 53rd Avenue Eastbound | | | | | | Int. Veh. Total | Int. Ped/Bike Total |
|----------------------|------------------|-----------|------------|------------|-------------|------------|-----------------------|-----------|-----------|------------|------------|------------|------------------|-----------|------------|-----------|------------|------------|-----------------------|------------|-----------|-----------|------------|------------|-----------------|---------------------|
| | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | | |
| 7:30 | 1 | 19 | 216 | 46 | 282 | -- | -- | 7 | 9 | 31 | 47 | -- | -- | 13 | 200 | 7 | 220 | -- | 3 | 32 | 2 | 13 | 50 | -- | 599 | -- |
| 7:45 | -- | 15 | 222 | 55 | 292 | 2 | -- | 4 | 9 | 19 | 32 | -- | -- | 15 | 228 | 4 | 247 | 1 | -- | 25 | 6 | 19 | 50 | 1 | 621 | 4 |
| 8:00 | -- | 28 | 198 | 76 | 302 | -- | -- | 4 | 8 | 28 | 40 | -- | -- | 17 | 193 | 5 | 215 | -- | 1 | 33 | 7 | 22 | 63 | -- | 620 | -- |
| 8:15 | -- | 22 | 136 | 48 | 206 | 1 | -- | 10 | 10 | 31 | 51 | -- | 1 | 24 | 154 | 5 | 184 | 1 | 4 | 30 | 8 | 31 | 73 | -- | 514 | 2 |
| Hour Total | 1 | 84 | 772 | 225 | 1082 | 3 | -- | 25 | 36 | 109 | 170 | -- | 1 | 69 | 775 | 21 | 866 | 2 | 8 | 120 | 23 | 85 | 236 | 1 | 2354 | 6 |
| % of App. | 0.1% | 7.8% | 71.3% | 20.8% | | | 0.0% | 14.7% | 21.2% | 64.1% | | | 0.1% | 8.0% | 89.5% | 2.4% | | | 3.4% | 50.8% | 9.7% | 36.0% | | | | |
| % of Total | 0.0% | 3.6% | 32.8% | 9.6% | 46.0% | 50.0% | 0.0% | 1.1% | 1.5% | 4.6% | 7.2% | 0.0% | 0.0% | 2.9% | 32.9% | 0.9% | 36.8% | 33.3% | 0.3% | 5.1% | 1.0% | 3.6% | 10.0% | 16.7% | | |
| Cars Total | 1 | 79 | 750 | 217 | 1047 | 3 | -- | 24 | 34 | 104 | 162 | -- | 1 | 67 | 758 | 21 | 847 | 2 | 8 | 116 | 22 | 80 | 226 | 1 | 2282 | 6 |
| Cars % of Movement | 100% | 94.0% | 97.2% | 96.4% | 96.8% | 50.0% | 0.0% | 96.0% | 94.4% | 95.4% | 95.3% | 0.0% | 100% | 97.1% | 97.8% | 100% | 97.8% | 33.3% | 100% | 96.7% | 95.7% | 94.1% | 95.8% | 16.7% | 96.9% | |
| Trucks Total | -- | 5 | 22 | 8 | 35 | -- | -- | 1 | 2 | 5 | 8 | -- | -- | 2 | 17 | -- | 19 | -- | -- | 4 | 1 | 5 | 10 | -- | 72 | -- |
| Trucks % of Movement | 0.0% | 6.0% | 2.8% | 3.6% | 3.2% | -- | 0.0% | 4.0% | 5.6% | 4.6% | 4.7% | -- | 0.0% | 2.9% | 2.2% | 0.0% | 2.2% | -- | 0.0% | 3.3% | 4.3% | 5.9% | 4.2% | -- | 3.1% | |



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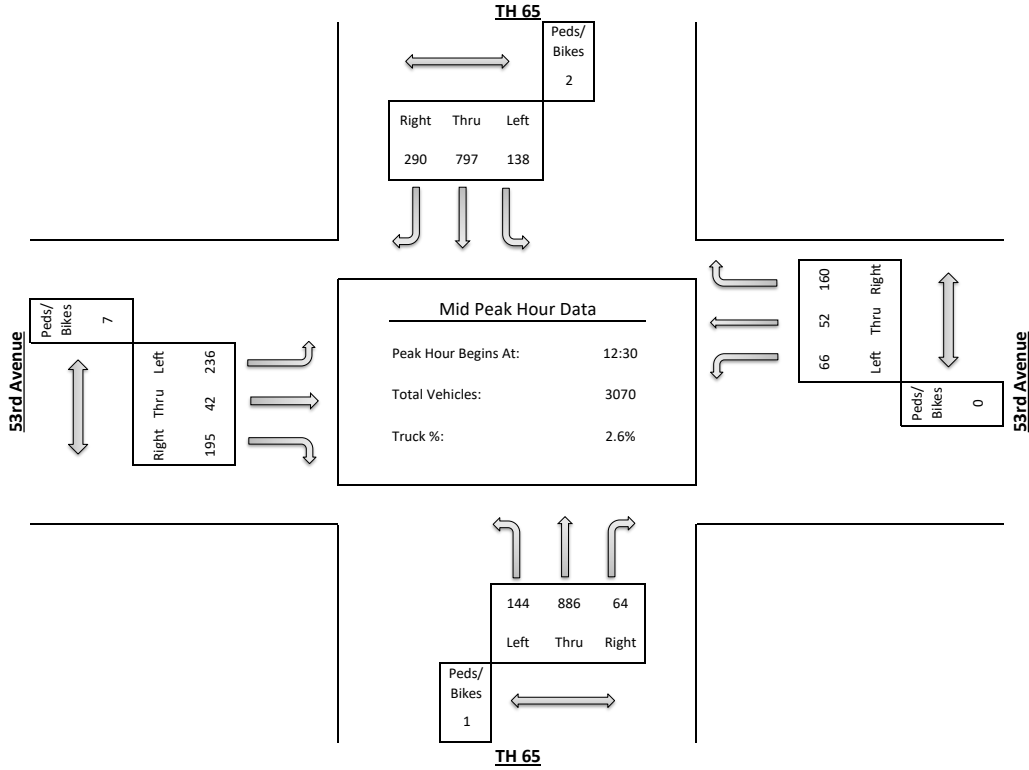
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| Start Time | TH 65 Southbound | | | | | | 53rd Avenue Westbound | | | | | | TH 65 Northbound | | | | | | 53rd Avenue Eastbound | | | | | | Int. Veh. Total | Int. Ped/Bike Total |
|----------------------|------------------|------------|------------|------------|-------------|------------|-----------------------|-----------|-----------|------------|------------|------------|------------------|------------|------------|-----------|-------------|------------|-----------------------|------------|-----------|------------|------------|------------|-----------------|---------------------|
| | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | | |
| 12:30 | 1 | 38 | 198 | 60 | 297 | 2 | -- | 16 | 11 | 40 | 67 | -- | -- | 31 | 221 | 12 | 264 | 1 | 1 | 72 | 12 | 50 | 135 | 3 | 763 | 6 |
| 12:45 | -- | 36 | 187 | 68 | 291 | -- | -- | 16 | 14 | 39 | 69 | -- | -- | 33 | 229 | 16 | 278 | -- | -- | 53 | 8 | 44 | 105 | 2 | 743 | 2 |
| 13:00 | 1 | 33 | 193 | 96 | 323 | -- | -- | 19 | 9 | 51 | 79 | -- | 2 | 43 | 214 | 17 | 276 | -- | 1 | 40 | 12 | 54 | 107 | 1 | 785 | 1 |
| 13:15 | 2 | 27 | 219 | 66 | 314 | -- | -- | 15 | 18 | 30 | 63 | -- | 1 | 34 | 222 | 19 | 276 | -- | 4 | 65 | 10 | 47 | 126 | 1 | 779 | 1 |
| Hour Total | 4 | 134 | 797 | 290 | 1225 | 2 | -- | 66 | 52 | 160 | 278 | -- | 3 | 141 | 886 | 64 | 1094 | 1 | 6 | 230 | 42 | 195 | 473 | 7 | 3070 | 10 |
| % of App. | 0.3% | 10.9% | 65.1% | 23.7% | | | 0.0% | 23.7% | 18.7% | 57.6% | | | 0.3% | 12.9% | 81.0% | 5.9% | | | 1.3% | 48.6% | 8.9% | 41.2% | | | | |
| % of Total | 0.1% | 4.4% | 26.0% | 9.4% | 39.9% | 20.0% | 0.0% | 2.1% | 1.7% | 5.2% | 9.1% | 0.0% | 0.1% | 4.6% | 28.9% | 2.1% | 35.6% | 10.0% | 0.2% | 7.5% | 1.4% | 6.4% | 15.4% | 70.0% | | |
| Cars Total | 4 | 130 | 774 | 286 | 1194 | 2 | -- | 64 | 52 | 155 | 271 | -- | 3 | 136 | 861 | 61 | 1061 | 1 | 6 | 226 | 42 | 190 | 464 | 6 | 2990 | 9 |
| Cars % of Movement | 100% | 97.0% | 97.1% | 98.6% | 97.5% | 22.2% | 0.0% | 97.0% | 100% | 96.9% | 97.5% | 0.0% | 100% | 96.5% | 97.2% | 95.3% | 97.0% | 11.1% | 100% | 98.3% | 100% | 97.4% | 98.1% | 66.7% | 97.4% | |
| Trucks Total | -- | 4 | 23 | 4 | 31 | -- | -- | 2 | -- | 5 | 7 | -- | -- | 5 | 25 | 3 | 33 | -- | -- | 4 | -- | 5 | 9 | 1 | 80 | 1 |
| Trucks % of Movement | 0.0% | 3.0% | 2.9% | 1.4% | 2.5% | 0.0% | 0.0% | 3.0% | 0.0% | 3.1% | 2.5% | 0.0% | 0.0% | 3.5% | 2.8% | 4.7% | 3.0% | 0.0% | 0.0% | 1.7% | 0.0% | 2.6% | 1.9% | 100.0% | 2.6% | |



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|----------------------|------------------|------------|------------|------------|-------------|------------|-----------------------|-----------|-----------|------------|------------|------------|------------------|------------|------------|-----------|-------------|------------|-----------------------|------------|-----------|------------|------------|------------|-----------------|---------------------|
| | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | U-Turn | Left | Thru | Right | App. Total | Peds/Bikes | | |
| 15:00 | 3 | 38 | 229 | 84 | 354 | 1 | -- | 11 | 14 | 34 | 59 | -- | 2 | 24 | 245 | 21 | 292 | -- | 1 | 41 | 12 | 53 | 107 | 5 | 812 | 6 |
| 15:15 | 2 | 33 | 221 | 69 | 325 | -- | -- | 14 | 12 | 30 | 56 | -- | 2 | 36 | 229 | 16 | 283 | 1 | 1 | 59 | 14 | 52 | 126 | -- | 790 | 1 |
| 15:30 | 2 | 34 | 205 | 62 | 303 | -- | -- | 11 | 14 | 43 | 68 | -- | 1 | 44 | 269 | 13 | 327 | -- | 5 | 46 | 8 | 42 | 101 | 2 | 799 | 2 |
| 15:45 | 1 | 27 | 238 | 74 | 340 | -- | -- | 14 | 14 | 34 | 62 | -- | 1 | 35 | 233 | 17 | 286 | -- | 1 | 55 | 16 | 40 | 112 | 4 | 800 | 4 |
| Hour Total | 8 | 132 | 893 | 289 | 1322 | 1 | -- | 50 | 54 | 141 | 245 | -- | 6 | 139 | 976 | 67 | 1188 | 1 | 8 | 201 | 50 | 187 | 446 | 11 | 3201 | 13 |
| % of App. | 0.6% | 10.0% | 67.5% | 21.9% | | | 0.0% | 20.4% | 22.0% | 57.6% | | | 0.5% | 11.7% | 82.2% | 5.6% | | | 1.8% | 45.1% | 11.2% | 41.9% | | | | |
| % of Total | 0.2% | 4.1% | 27.9% | 9.0% | 41.3% | 7.7% | 0.0% | 1.6% | 1.7% | 4.4% | 7.7% | 0.0% | 0.2% | 4.3% | 30.5% | 2.1% | 37.1% | 7.7% | 0.2% | 6.3% | 1.6% | 5.8% | 13.9% | 84.6% | | |
| Cars Total | 8 | 131 | 878 | 286 | 1303 | 1 | -- | 49 | 53 | 138 | 240 | -- | 6 | 136 | 949 | 67 | 1158 | 1 | 8 | 196 | 49 | 182 | 435 | 11 | 3136 | 13 |
| Cars % of Movement | 100% | 99.2% | 98.3% | 99.0% | 98.6% | 7.7% | 0.0% | 98.0% | 98.1% | 97.9% | 98.0% | 0.0% | 100% | 97.8% | 97.2% | 100% | 97.5% | 7.7% | 100% | 97.5% | 98.0% | 97.3% | 97.5% | 84.6% | 98.0% | |
| Trucks Total | -- | 1 | 15 | 3 | 19 | -- | -- | 1 | 1 | 3 | 5 | -- | -- | 3 | 27 | -- | 30 | -- | -- | 5 | 1 | 5 | 11 | -- | 65 | -- |
| Trucks % of Movement | 0.0% | 0.8% | 1.7% | 1.0% | 1.4% | -- | 0.0% | 2.0% | 1.9% | 2.1% | 2.0% | -- | 0.0% | 2.2% | 2.8% | 0.0% | 2.5% | -- | 0.0% | 2.5% | 2.0% | 2.7% | 2.5% | -- | 2.0% | |

