

**Fernbrook Lane & 27th Avenue
Plymouth, MN
Tuesday, October 24, 2023**



| Time | Southbound Fernbrook Lane | | | | | | Westbound Driveway | | | | | | Northbound Fernbrook Lane | | | | | | Eastbound 27th Avenue | | | | | | VEHICLE TOTAL |
|--------------|------------------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 6:00 AM | 2 | 0 | 27 | 34 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 13 | 89 |
| 6:15 AM | 7 | 0 | 31 | 23 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 11 | 75 |
| 6:30 AM | 10 | 0 | 36 | 28 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 0 | 8 | 92 |
| 6:45 AM | 13 | 2 | 48 | 35 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 12 | 0 | 5 | 0 | 17 | 133 |
| Hourly Total | 32 | 2 | 142 | 120 | 0 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 0 | 0 | 44 | 0 | 44 | 0 | 5 | 0 | 49 | 389 |
| 7:00 AM | 18 | 1 | 62 | 44 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 16 | 0 | 5 | 0 | 21 | 155 |
| 7:15 AM | 8 | 0 | 49 | 45 | 0 | 102 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 29 | 0 | 0 | 30 | 0 | 12 | 0 | 4 | 0 | 16 | 149 |
| 7:30 AM | 8 | 2 | 61 | 39 | 0 | 110 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 32 | 0 | 0 | 32 | 0 | 14 | 0 | 6 | 0 | 20 | 163 |
| 7:45 AM | 10 | 1 | 77 | 71 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 41 | 0 | 18 | 1 | 5 | 0 | 24 | 224 |
| Hourly Total | 44 | 4 | 249 | 199 | 0 | 496 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 108 | 0 | 0 | 112 | 0 | 60 | 1 | 20 | 0 | 81 | 691 |
| 8:00 AM | 17 | 2 | 54 | 49 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 0 | 9 | 0 | 4 | 0 | 13 | 156 |
| 8:15 AM | 9 | 1 | 39 | 41 | 0 | 90 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 27 | 0 | 0 | 30 | 0 | 23 | 0 | 1 | 0 | 24 | 147 |
| 8:30 AM | 12 | 1 | 54 | 41 | 0 | 108 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 21 | 0 | 0 | 22 | 0 | 16 | 0 | 3 | 0 | 19 | 151 |
| 8:45 AM | 5 | 0 | 40 | 51 | 0 | 96 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 26 | 0 | 0 | 30 | 0 | 19 | 0 | 3 | 0 | 22 | 149 |
| Hourly Total | 43 | 4 | 187 | 182 | 0 | 416 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 9 | 94 | 0 | 0 | 103 | 0 | 67 | 0 | 11 | 0 | 78 | 603 |
| 9:00 AM | 7 | 0 | 35 | 25 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 0 | 0 | 45 | 0 | 19 | 0 | 5 | 0 | 24 | 136 |
| 9:15 AM | 10 | 1 | 55 | 21 | 0 | 87 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 29 | 0 | 0 | 38 | 0 | 11 | 0 | 2 | 0 | 13 | 139 |
| 9:30 AM | 6 | 0 | 28 | 25 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 31 | 0 | 20 | 0 | 2 | 0 | 22 | 112 |
| 9:45 AM | 3 | 0 | 26 | 18 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 0 | 0 | 36 | 0 | 7 | 0 | 4 | 0 | 11 | 94 |
| Hourly Total | 26 | 1 | 144 | 89 | 0 | 260 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 16 | 134 | 0 | 0 | 150 | 0 | 57 | 0 | 13 | 0 | 70 | 481 |
| 10:00 AM | 8 | 1 | 20 | 19 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 0 | 0 | 40 | 0 | 16 | 0 | 1 | 0 | 17 | 105 |
| 10:15 AM | 2 | 1 | 33 | 21 | 0 | 57 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 26 | 0 | 0 | 28 | 0 | 15 | 0 | 5 | 0 | 20 | 106 |
| 10:30 AM | 9 | 1 | 41 | 15 | 0 | 66 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 34 | 0 | 0 | 36 | 0 | 28 | 0 | 2 | 0 | 30 | 133 |
| 10:45 AM | 10 | 0 | 40 | 12 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 0 | 0 | 31 | 0 | 20 | 0 | 3 | 0 | 23 | 116 |
| Hourly Total | 29 | 3 | 134 | 67 | 0 | 233 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 11 | 124 | 0 | 0 | 135 | 0 | 79 | 0 | 11 | 0 | 90 | 460 |
| 11:00 AM | 11 | 0 | 41 | 21 | 0 | 73 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 45 | 0 | 0 | 52 | 0 | 28 | 0 | 4 | 0 | 32 | 158 |
| 11:15 AM | 3 | 2 | 45 | 21 | 0 | 71 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 62 | 0 | 0 | 69 | 0 | 32 | 0 | 3 | 0 | 35 | 176 |
| 11:30 AM | 10 | 3 | 45 | 26 | 0 | 84 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 49 | 0 | 0 | 55 | 0 | 43 | 0 | 7 | 0 | 50 | 190 |
| 11:45 AM | 25 | 3 | 33 | 21 | 0 | 82 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 52 | 0 | 0 | 59 | 0 | 40 | 0 | 8 | 0 | 48 | 191 |
| Hourly Total | 49 | 8 | 164 | 89 | 0 | 310 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 27 | 208 | 0 | 0 | 235 | 0 | 143 | 0 | 22 | 0 | 165 | 715 |
| 12:00 PM | 18 | 1 | 40 | 16 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 36 | 0 | 0 | 48 | 0 | 46 | 0 | 6 | 0 | 52 | 175 |
| 12:15 PM | 20 | 0 | 32 | 23 | 0 | 75 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 35 | 0 | 0 | 41 | 0 | 42 | 0 | 5 | 1 | 47 | 165 |
| 12:30 PM | 18 | 0 | 55 | 19 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 0 | 0 | 42 | 0 | 40 | 0 | 4 | 0 | 44 | 178 |
| 12:45 PM | 18 | 1 | 50 | 33 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 24 | 0 | 6 | 0 | 30 | 173 |
| Hourly Total | 74 | 2 | 177 | 91 | 0 | 344 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 25 | 147 | 0 | 0 | 172 | 0 | 152 | 0 | 21 | 1 | 173 | 691 |
| 1:00 PM | 10 | 0 | 46 | 24 | 0 | 80 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 29 | 0 | 0 | 33 | 0 | 39 | 1 | 4 | 0 | 44 | 158 |
| 1:15 PM | 24 | 1 | 42 | 26 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39 | 2 | 0 | 45 | 0 | 30 | 0 | 6 | 0 | 36 | 174 |
| 1:30 PM | 18 | 0 | 32 | 19 | 0 | 69 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 77 | 0 | 0 | 79 | 0 | 53 | 0 | 2 | 0 | 55 | 204 |
| 1:45 PM | 15 | 1 | 46 | 33 | 0 | 95 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 43 | 0 | 0 | 48 | 0 | 16 | 0 | 3 | 0 | 19 | 163 |
| Hourly Total | 67 | 2 | 166 | 102 | 0 | 337 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 15 | 188 | 2 | 0 | 205 | 0 | 138 | 1 | 15 | 0 | 154 | 699 |
| 2:00 PM | 7 | 2 | 45 | 11 | 0 | 65 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 43 | 0 | 0 | 45 | 0 | 76 | 0 | 2 | 0 | 78 | 189 |
| 2:15 PM | 13 | 0 | 36 | 24 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 0 | 0 | 34 | 0 | 37 | 0 | 3 | 0 | 40 | 147 |
| 2:30 PM | 12 | 2 | 21 | 16 | 0 | 51 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 89 | 0 | 0 | 90 | 0 | 70 | 0 | 3 | 0 | 73 | 215 |
| 2:45 PM | 26 | 1 | 24 | 21 | 0 | 72 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 58 | 0 | 0 | 65 | 0 | 48 | 0 | 0 | 0 | 48 | 186 |
| Hourly Total | 58 | 5 | 126 | 72 | 0 | 261 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 14 | 220 | 0 | 0 | 234 | 0 | 231 | 0 | 8 | 0 | 239 | 737 |
| 3:00 PM | 19 | 0 | 20 | 14 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 0 | 0 | 54 | 0 | 68 | 0 | 1 | 0 | 69 | 176 |
| 3:15 PM | 21 | 1 | 30 | 11 | 0 | 63 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 70 | 0 | 0 | 70 | 0 | 43 | 1 | 5 | 0 | 49 | 184 |
| 3:30 PM | 37 | 2 | 20 | 17 | 0 | 76 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 81 | 0 | 0 | 86 | 0 | 35 | 0 | 3 | 0 | 38 | 201 |
| 3:45 PM | 26 | 0 | 12 | 15 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 0 | 54 | 0 | 2 | 0 | 56 | 167 |
| Hourly Total | 103 | 3 | 82 | 57 | 0 | 245 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 6 | 262 | 0 | 0 | 268 | 0 | 200 | 1 | 11 | 0 | 212 | 728 |

**Fernbrook Lane & 27th Avenue
Plymouth, MN
Tuesday, October 24, 2023**



| Time | Southbound Fernbrook Lane | | | | | | Westbound Driveway | | | | | | Northbound Fernbrook Lane | | | | | | Eastbound 27th Avenue | | | | | | VEHICLE TOTAL |
|------------------------|------------------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|-------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:00 PM | 21 | 0 | 16 | 22 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 | 0 | 0 | 60 | 0 | 78 | 0 | 1 | 0 | 79 | 198 |
| 4:15 PM | 33 | 0 | 25 | 17 | 0 | 75 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 71 | 0 | 0 | 72 | 0 | 59 | 0 | 4 | 0 | 63 | 212 |
| 4:30 PM | 19 | 1 | 27 | 15 | 0 | 62 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 83 | 0 | 0 | 89 | 0 | 93 | 0 | 4 | 0 | 97 | 249 |
| 4:45 PM | 13 | 0 | 18 | 26 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 0 | 0 | 51 | 0 | 49 | 0 | 3 | 0 | 52 | 160 |
| Hourly Total | 86 | 1 | 86 | 80 | 0 | 253 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 262 | 0 | 0 | 272 | 0 | 279 | 0 | 12 | 0 | 291 | 819 |
| 5:00 PM | 15 | 1 | 10 | 19 | 0 | 45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 66 | 0 | 0 | 68 | 0 | 75 | 0 | 1 | 0 | 76 | 190 |
| 5:15 PM | 27 | 0 | 10 | 16 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 56 | 0 | 2 | 0 | 58 | 147 |
| 5:30 PM | 22 | 0 | 13 | 18 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 0 | 0 | 31 | 0 | 39 | 0 | 1 | 0 | 40 | 124 |
| 5:45 PM | 19 | 0 | 7 | 21 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 43 | 0 | 1 | 0 | 44 | 112 |
| Hourly Total | 83 | 1 | 40 | 74 | 0 | 198 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 152 | 0 | 0 | 156 | 0 | 213 | 0 | 5 | 0 | 218 | 573 |
| 6:00 PM | 14 | 0 | 9 | 15 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 25 | 0 | 67 | 0 | 2 | 0 | 69 | 132 |
| 6:15 PM | 29 | 0 | 17 | 6 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 24 | 0 | 0 | 0 | 24 | 91 |
| 6:30 PM | 18 | 0 | 6 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 0 | 30 | 0 | 0 | 0 | 30 | 75 |
| 6:45 PM | 27 | 0 | 2 | 4 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 23 | 0 | 0 | 0 | 23 | 61 |
| Hourly Total | 88 | 0 | 34 | 33 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 54 | 0 | 0 | 58 | 0 | 144 | 0 | 2 | 0 | 146 | 359 |
| DAILY TOTAL | 782 | 36 | 1731 | 1255 | 0 | 3804 | 0 | 4 | 0 | 27 | 0 | 31 | 0 | 146 | 1996 | 2 | 0 | 2144 | 0 | 1807 | 3 | 156 | 1 | 1966 | 7945 |
| Cars | 780 | 31 | 1620 | 1190 | 0 | 3621 | 0 | 2 | 0 | 22 | 0 | 24 | 0 | 133 | 1857 | 1 | 0 | 1991 | 0 | 1713 | 0 | 145 | 1 | 1858 | 7494 |
| Heavy Vehicles | 2 | 5 | 111 | 65 | 0 | 183 | 0 | 2 | 0 | 5 | 0 | 7 | 0 | 13 | 139 | 1 | 0 | 153 | 0 | 94 | 3 | 11 | 0 | 108 | 451 |
| Heavy Vehicle % | 0.26% | 13.89% | 6.41% | 5.18% | 0.00% | 4.81% | 0.00% | 50.00% | 0.00% | 18.52% | 0.00% | 22.58% | 0.00% | 8.90% | 6.96% | 50.00% | 0.00% | 7.14% | 0.00% | 5.20% | 100.00% | 7.05% | 0.00% | 5.49% | 5.68% |

**Fernbrook Lane & 27th Avenue
Plymouth, MN
Tuesday, October 24, 2023**



| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 11:00 AM | 11 | 0 | 41 | 21 | 0 | 73 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 45 | 0 | 0 | 52 | 0 | 28 | 0 | 4 | 0 | 32 | 158 |
| 11:15 AM | 3 | 2 | 45 | 21 | 0 | 71 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 62 | 0 | 0 | 69 | 0 | 32 | 0 | 3 | 0 | 35 | 176 |
| 11:30 AM | 10 | 3 | 45 | 26 | 0 | 84 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 49 | 0 | 0 | 55 | 0 | 43 | 0 | 7 | 0 | 50 | 190 |
| 11:45 AM | 25 | 3 | 33 | 21 | 0 | 82 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 52 | 0 | 0 | 59 | 0 | 40 | 0 | 8 | 0 | 48 | 191 |
| Peak Hour Total | 49 | 8 | 164 | 89 | 0 | 310 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 27 | 208 | 0 | 0 | 235 | 0 | 143 | 0 | 22 | 0 | 165 | 715 |
| PHF | 0.490 | 0.667 | 0.911 | 0.856 | 0.000 | 0.923 | 0.000 | 0.000 | 0.000 | 0.625 | 0.000 | 0.625 | 0.000 | 0.964 | 0.839 | 0.000 | 0.000 | 0.851 | 0.000 | 0.831 | 0.000 | 0.688 | 0.000 | 0.825 | 0.936 |

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 3:45 PM | 26 | 0 | 12 | 15 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 0 | 54 | 0 | 2 | 0 | 56 | 167 |
| 4:00 PM | 21 | 0 | 16 | 22 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 | 0 | 0 | 60 | 0 | 78 | 0 | 1 | 0 | 79 | 198 |
| 4:15 PM | 33 | 0 | 25 | 17 | 0 | 75 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 71 | 0 | 0 | 72 | 0 | 59 | 0 | 4 | 0 | 63 | 212 |
| 4:30 PM | 19 | 1 | 27 | 15 | 0 | 62 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 83 | 0 | 0 | 89 | 0 | 93 | 0 | 4 | 0 | 97 | 249 |
| Peak Hour Total | 99 | 1 | 80 | 69 | 0 | 249 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 271 | 0 | 0 | 279 | 0 | 284 | 0 | 11 | 0 | 295 | 826 |
| PHF | 0.750 | 0.250 | 0.741 | 0.784 | 0.000 | 0.830 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.375 | 0.000 | 0.333 | 0.816 | 0.000 | 0.000 | 0.784 | 0.000 | 0.763 | 0.000 | 0.688 | 0.000 | 0.760 | 0.829 |

| | | | | | |
|--------------------------------|-------------|-------------|-------------------------------|------------|----------|
| Total Vehicles On Leg | | 8416 | | | |
| Vehicles Entering Intersection | | 3804 | Vehicles Exiting Intersection | | 4612 |
| Southbound | | | | | |
| Cars | 1190 | 1620 | 31 | 780 | 0 |
| Heavy | 65 | 111 | 5 | 2 | 0 |
| Total | 1255 | 1731 | 36 | 782 | 0 |



| | | | | | | |
|---------------------------------------|--|-----------|------|-------|-------|-----------|
| Total Vehicles on Leg 3367 | Vehicles Entering Intersection 1966 | Eastbound | Cars | Heavy | Total | Bicyclist |
| | | | 1 | 0 | 1 | |
| | 0 | | 0 | 0 | | |
| | 1713 | | 94 | 1807 | | |
| | 0 | | 3 | 3 | | |
| Vehicles Exiting Intersection 1401 | 145 | 11 | 156 | | | |

Daily Volumes

| | | | | | |
|------|-------|-------|-------------------------------------|--------------------------------------|-----------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 31 | Total Vehicles on Leg 72 |
| 22 | 5 | 27 | | | |
| 0 | 0 | 0 | | | |
| 2 | 2 | 4 | | | |
| 0 | 0 | 0 | | | |
| 0 | 0 | 0 | Vehicles Exiting Intersection 41 | | |



| | | | | | |
|--------------------------------|----------|----------|------------|-------------|----------|
| Cars | 0 | 0 | 133 | 1857 | 1 |
| Heavy | 0 | 0 | 13 | 139 | 1 |
| Total | 0 | 0 | 146 | 1996 | 2 |
| Northbound | | | | | |
| Vehicles Entering Intersection | | | 2144 | | |
| Vehicles Exiting Intersection | | | 1891 | | |
| Total Vehicles On Leg | | | 4035 | | |