

**Xenium Lane (CSAH 61) & Industrial Park Boulevard
Plymouth, MN
Tuesday, October 24, 2023**



| Time | Southbound CSAH 61 | | | | | | Westbound Industrial Park Boulevard | | | | | | Northbound CSAH 61 | | | | | | Eastbound Industrial Park Boulevard | | | | | | 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 | 0 | 8 | 23 | 7 | 0 | 38 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 4 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 2 | 56 |
| 6:15 AM | 0 | 7 | 17 | 8 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 44 |
| 6:30 AM | 0 | 8 | 38 | 5 | 0 | 51 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 14 | 5 | 0 | 19 | 0 | 2 | 2 | 0 | 0 | 4 | 75 |
| 6:45 AM | 0 | 5 | 45 | 10 | 0 | 60 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 1 | 23 | 2 | 0 | 26 | 0 | 1 | 1 | 1 | 0 | 3 | 95 |
| Hourly Total | 0 | 28 | 123 | 30 | 0 | 181 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 1 | 58 | 12 | 0 | 71 | 0 | 5 | 4 | 1 | 0 | 10 | 270 |
| 7:00 AM | 0 | 7 | 49 | 14 | 0 | 70 | 0 | 2 | 3 | 3 | 0 | 8 | 0 | 1 | 18 | 3 | 0 | 22 | 0 | 1 | 1 | 0 | 0 | 2 | 102 |
| 7:15 AM | 0 | 6 | 57 | 5 | 0 | 68 | 0 | 3 | 3 | 4 | 0 | 10 | 0 | 1 | 38 | 3 | 0 | 42 | 0 | 4 | 2 | 1 | 0 | 7 | 127 |
| 7:30 AM | 0 | 9 | 82 | 9 | 0 | 100 | 0 | 1 | 6 | 4 | 0 | 11 | 0 | 5 | 49 | 3 | 2 | 57 | 0 | 3 | 5 | 0 | 0 | 8 | 176 |
| 7:45 AM | 0 | 6 | 88 | 17 | 0 | 111 | 0 | 4 | 7 | 2 | 0 | 13 | 0 | 3 | 48 | 7 | 0 | 58 | 0 | 2 | 5 | 0 | 0 | 7 | 189 |
| Hourly Total | 0 | 28 | 276 | 45 | 0 | 349 | 0 | 10 | 19 | 13 | 0 | 42 | 0 | 10 | 153 | 16 | 2 | 179 | 0 | 10 | 13 | 1 | 0 | 24 | 594 |
| 8:00 AM | 0 | 5 | 89 | 11 | 0 | 105 | 0 | 4 | 6 | 1 | 0 | 11 | 0 | 6 | 60 | 6 | 2 | 72 | 0 | 3 | 2 | 0 | 1 | 5 | 193 |
| 8:15 AM | 0 | 9 | 88 | 18 | 0 | 115 | 0 | 4 | 3 | 2 | 0 | 9 | 0 | 2 | 48 | 6 | 0 | 56 | 1 | 6 | 4 | 0 | 0 | 11 | 191 |
| 8:30 AM | 0 | 6 | 80 | 7 | 0 | 93 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 2 | 52 | 9 | 0 | 63 | 0 | 5 | 2 | 2 | 0 | 9 | 174 |
| 8:45 AM | 0 | 3 | 76 | 11 | 0 | 90 | 0 | 2 | 5 | 2 | 0 | 9 | 0 | 1 | 43 | 7 | 0 | 51 | 0 | 4 | 6 | 1 | 0 | 11 | 161 |
| Hourly Total | 0 | 23 | 333 | 47 | 0 | 403 | 0 | 12 | 21 | 5 | 0 | 38 | 0 | 11 | 203 | 28 | 2 | 242 | 1 | 18 | 14 | 3 | 1 | 36 | 719 |
| 9:00 AM | 0 | 7 | 41 | 8 | 0 | 56 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 36 | 3 | 0 | 40 | 0 | 8 | 2 | 1 | 0 | 11 | 109 |
| 9:15 AM | 0 | 8 | 50 | 5 | 0 | 63 | 0 | 4 | 15 | 4 | 0 | 23 | 0 | 0 | 26 | 6 | 0 | 32 | 0 | 5 | 4 | 1 | 0 | 10 | 128 |
| 9:30 AM | 0 | 2 | 53 | 5 | 0 | 60 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 3 | 26 | 4 | 0 | 33 | 0 | 4 | 5 | 1 | 0 | 10 | 108 |
| 9:45 AM | 0 | 2 | 47 | 5 | 0 | 54 | 0 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 32 | 8 | 0 | 40 | 0 | 3 | 1 | 2 | 0 | 6 | 110 |
| Hourly Total | 0 | 19 | 191 | 23 | 0 | 233 | 0 | 7 | 24 | 9 | 0 | 40 | 0 | 4 | 120 | 21 | 0 | 145 | 0 | 20 | 12 | 5 | 0 | 37 | 455 |
| 10:00 AM | 0 | 2 | 50 | 8 | 0 | 60 | 0 | 2 | 2 | 4 | 0 | 8 | 0 | 2 | 24 | 8 | 0 | 34 | 0 | 4 | 5 | 0 | 1 | 9 | 111 |
| 10:15 AM | 0 | 5 | 47 | 11 | 0 | 63 | 0 | 3 | 2 | 5 | 0 | 10 | 0 | 4 | 31 | 3 | 0 | 38 | 0 | 6 | 6 | 2 | 1 | 14 | 125 |
| 10:30 AM | 0 | 3 | 37 | 7 | 0 | 47 | 0 | 3 | 3 | 3 | 0 | 9 | 0 | 1 | 27 | 7 | 0 | 35 | 0 | 9 | 3 | 1 | 0 | 13 | 104 |
| 10:45 AM | 0 | 1 | 43 | 5 | 0 | 49 | 0 | 2 | 1 | 3 | 0 | 6 | 0 | 3 | 34 | 5 | 0 | 42 | 0 | 6 | 6 | 3 | 0 | 15 | 112 |
| Hourly Total | 0 | 11 | 177 | 31 | 0 | 219 | 0 | 10 | 8 | 15 | 0 | 33 | 0 | 10 | 116 | 23 | 0 | 149 | 0 | 25 | 20 | 6 | 2 | 51 | 452 |
| 11:00 AM | 0 | 5 | 48 | 8 | 0 | 61 | 0 | 1 | 4 | 4 | 0 | 9 | 0 | 1 | 55 | 6 | 0 | 62 | 0 | 14 | 1 | 3 | 1 | 18 | 150 |
| 11:15 AM | 0 | 4 | 57 | 12 | 0 | 73 | 0 | 0 | 2 | 9 | 0 | 11 | 0 | 1 | 55 | 2 | 0 | 58 | 0 | 9 | 3 | 1 | 0 | 13 | 155 |
| 11:30 AM | 0 | 3 | 61 | 12 | 0 | 76 | 0 | 1 | 7 | 5 | 0 | 13 | 0 | 2 | 50 | 6 | 0 | 58 | 0 | 9 | 5 | 2 | 0 | 16 | 163 |
| 11:45 AM | 0 | 3 | 64 | 12 | 0 | 79 | 0 | 2 | 4 | 4 | 0 | 10 | 0 | 1 | 59 | 5 | 0 | 65 | 0 | 9 | 4 | 1 | 0 | 14 | 168 |
| Hourly Total | 0 | 15 | 230 | 44 | 0 | 289 | 0 | 4 | 17 | 22 | 0 | 43 | 0 | 5 | 219 | 19 | 0 | 243 | 0 | 41 | 13 | 7 | 1 | 61 | 636 |
| 12:00 PM | 0 | 3 | 61 | 11 | 0 | 75 | 0 | 2 | 4 | 6 | 0 | 12 | 0 | 0 | 67 | 4 | 0 | 71 | 0 | 7 | 3 | 2 | 0 | 12 | 170 |
| 12:15 PM | 0 | 6 | 78 | 10 | 0 | 94 | 0 | 4 | 3 | 3 | 0 | 10 | 0 | 1 | 75 | 3 | 0 | 79 | 0 | 8 | 2 | 1 | 0 | 11 | 194 |
| 12:30 PM | 0 | 4 | 65 | 6 | 0 | 75 | 0 | 7 | 4 | 8 | 0 | 19 | 0 | 1 | 51 | 3 | 0 | 55 | 0 | 12 | 7 | 2 | 0 | 21 | 170 |
| 12:45 PM | 0 | 5 | 69 | 12 | 0 | 86 | 0 | 2 | 5 | 5 | 0 | 12 | 0 | 1 | 45 | 4 | 0 | 50 | 0 | 8 | 5 | 3 | 0 | 16 | 164 |
| Hourly Total | 0 | 18 | 273 | 39 | 0 | 330 | 0 | 15 | 16 | 22 | 0 | 53 | 0 | 3 | 238 | 14 | 0 | 255 | 0 | 35 | 17 | 8 | 0 | 60 | 698 |
| 1:00 PM | 0 | 5 | 59 | 6 | 0 | 70 | 0 | 1 | 3 | 2 | 0 | 6 | 0 | 1 | 43 | 2 | 0 | 46 | 0 | 9 | 6 | 2 | 0 | 17 | 139 |
| 1:15 PM | 0 | 5 | 47 | 4 | 0 | 56 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 5 | 38 | 3 | 0 | 46 | 0 | 11 | 7 | 0 | 0 | 18 | 126 |
| 1:30 PM | 0 | 3 | 53 | 3 | 0 | 59 | 0 | 4 | 1 | 2 | 0 | 7 | 0 | 2 | 52 | 5 | 0 | 59 | 0 | 9 | 1 | 2 | 0 | 12 | 137 |
| 1:45 PM | 0 | 4 | 53 | 6 | 0 | 63 | 0 | 4 | 2 | 6 | 0 | 12 | 0 | 0 | 66 | 4 | 0 | 70 | 0 | 6 | 1 | 0 | 0 | 7 | 152 |
| Hourly Total | 0 | 17 | 212 | 19 | 0 | 248 | 0 | 9 | 10 | 12 | 0 | 31 | 0 | 8 | 199 | 14 | 0 | 221 | 0 | 35 | 15 | 4 | 0 | 54 | 554 |
| 2:00 PM | 0 | 10 | 39 | 6 | 0 | 55 | 0 | 2 | 4 | 3 | 0 | 9 | 0 | 1 | 40 | 3 | 0 | 44 | 0 | 11 | 4 | 0 | 0 | 15 | 123 |
| 2:15 PM | 0 | 3 | 40 | 4 | 0 | 47 | 0 | 3 | 4 | 4 | 0 | 11 | 0 | 0 | 58 | 4 | 0 | 62 | 0 | 6 | 2 | 1 | 0 | 9 | 129 |
| 2:30 PM | 0 | 6 | 50 | 8 | 0 | 64 | 0 | 6 | 9 | 1 | 0 | 16 | 0 | 0 | 53 | 10 | 0 | 63 | 0 | 13 | 8 | 1 | 0 | 22 | 165 |
| 2:45 PM | 0 | 3 | 48 | 3 | 0 | 54 | 0 | 6 | 4 | 5 | 0 | 15 | 0 | 2 | 49 | 5 | 0 | 56 | 0 | 8 | 6 | 3 | 0 | 17 | 142 |
| Hourly Total | 0 | 22 | 177 | 21 | 0 | 220 | 0 | 17 | 21 | 13 | 0 | 51 | 0 | 3 | 200 | 22 | 0 | 225 | 0 | 38 | 20 | 5 | 0 | 63 | 559 |
| 3:00 PM | 0 | 12 | 44 | 6 | 0 | 62 | 0 | 1 | 8 | 8 | 0 | 17 | 0 | 2 | 83 | 5 | 0 | 90 | 0 | 8 | 5 | 7 | 0 | 20 | 189 |
| 3:15 PM | 0 | 6 | 43 | 9 | 0 | 58 | 0 | 5 | 8 | 3 | 0 | 16 | 0 | 1 | 74 | 1 | 0 | 76 | 0 | 8 | 9 | 1 | 0 | 18 | 168 |
| 3:30 PM | 0 | 5 | 51 | 4 | 0 | 60 | 0 | 5 | 3 | 15 | 0 | 23 | 0 | 1 | 93 | 5 | 0 | 99 | 0 | 8 | 15 | 3 | 0 | 26 | 208 |
| 3:45 PM | 0 | 4 | 71 | 3 | 0 | 78 | 0 | 11 | 3 | 6 | 0 | 20 | 0 | 2 | 80 | 4 | 0 | 86 | 0 | 8 | 9 | 4 | 0 | 21 | 205 |
| Hourly Total | 0 | 27 | 209 | 22 | 0 | 258 | 0 | 22 | 22 | 32 | 0 | 76 | 0 | 6 | 330 | 15 | 0 | 351 | 0 | 32 | 38 | 15 | 0 | 85 | 770 |

**Xenium Lane (CSAH 61) & Industrial Park Boulevard
Plymouth, MN
Tuesday, October 24, 2023**



| Time | Southbound CSAH 61 | | | | | | Westbound Industrial Park Boulevard | | | | | | Northbound CSAH 61 | | | | | | Eastbound Industrial Park Boulevard | | | | | | 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 | 0 | 9 | 62 | 3 | 1 | 74 | 0 | 3 | 1 | 21 | 0 | 25 | 0 | 1 | 132 | 4 | 1 | 137 | 0 | 9 | 9 | 0 | 0 | 18 | 254 |
| 4:15 PM | 0 | 6 | 59 | 5 | 0 | 70 | 0 | 4 | 3 | 14 | 0 | 21 | 0 | 1 | 104 | 4 | 0 | 109 | 0 | 10 | 7 | 1 | 0 | 18 | 218 |
| 4:30 PM | 0 | 14 | 88 | 5 | 0 | 107 | 0 | 3 | 7 | 10 | 0 | 20 | 0 | 1 | 97 | 6 | 0 | 104 | 0 | 9 | 11 | 3 | 0 | 23 | 254 |
| 4:45 PM | 0 | 8 | 73 | 2 | 0 | 83 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 81 | 4 | 0 | 85 | 0 | 11 | 6 | 4 | 0 | 21 | 199 |
| Hourly Total | 0 | 37 | 282 | 15 | 1 | 334 | 0 | 10 | 11 | 55 | 0 | 76 | 0 | 3 | 414 | 18 | 1 | 435 | 0 | 39 | 33 | 8 | 0 | 80 | 925 |
| 5:00 PM | 0 | 8 | 62 | 4 | 0 | 74 | 0 | 4 | 4 | 8 | 0 | 16 | 0 | 0 | 111 | 2 | 0 | 113 | 0 | 12 | 10 | 1 | 0 | 23 | 226 |
| 5:15 PM | 0 | 4 | 58 | 0 | 0 | 62 | 0 | 4 | 1 | 3 | 0 | 8 | 0 | 0 | 103 | 3 | 0 | 106 | 0 | 4 | 6 | 1 | 0 | 11 | 187 |
| 5:30 PM | 0 | 6 | 57 | 1 | 0 | 64 | 0 | 2 | 3 | 6 | 0 | 11 | 0 | 0 | 77 | 4 | 0 | 81 | 0 | 1 | 5 | 0 | 0 | 6 | 162 |
| 5:45 PM | 0 | 2 | 37 | 0 | 0 | 39 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 66 | 1 | 0 | 68 | 0 | 7 | 4 | 0 | 0 | 11 | 121 |
| Hourly Total | 0 | 20 | 214 | 5 | 0 | 239 | 0 | 10 | 9 | 19 | 0 | 38 | 0 | 1 | 357 | 10 | 0 | 368 | 0 | 24 | 25 | 2 | 0 | 51 | 696 |
| 6:00 PM | 0 | 2 | 53 | 1 | 0 | 56 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 57 | 2 | 0 | 60 | 0 | 7 | 2 | 0 | 1 | 9 | 126 |
| 6:15 PM | 0 | 1 | 42 | 1 | 0 | 44 | 0 | 1 | 1 | 3 | 0 | 5 | 0 | 0 | 52 | 2 | 0 | 54 | 0 | 2 | 0 | 0 | 0 | 2 | 105 |
| 6:30 PM | 0 | 2 | 32 | 1 | 0 | 35 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 37 | 1 | 0 | 38 | 0 | 4 | 1 | 1 | 0 | 6 | 83 |
| 6:45 PM | 0 | 1 | 30 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 35 | 0 | 1 | 0 | 1 | 0 | 2 | 68 |
| Hourly Total | 0 | 6 | 157 | 3 | 0 | 166 | 0 | 3 | 2 | 5 | 0 | 10 | 0 | 1 | 180 | 6 | 0 | 187 | 0 | 14 | 3 | 2 | 1 | 19 | 382 |
| DAILY TOTAL | 0 | 271 | 2854 | 344 | 1 | 3469 | 0 | 129 | 181 | 229 | 0 | 539 | 0 | 66 | 2787 | 218 | 5 | 3071 | 1 | 336 | 227 | 67 | 5 | 631 | 7710 |
| Cars | 0 | 264 | 2761 | 331 | 1 | 3356 | 0 | 114 | 177 | 213 | 0 | 504 | 0 | 59 | 2722 | 198 | 5 | 2979 | 1 | 328 | 223 | 64 | 4 | 616 | 7455 |
| Heavy Vehicles | 0 | 7 | 93 | 13 | 0 | 113 | 0 | 15 | 4 | 16 | 0 | 35 | 0 | 7 | 65 | 20 | 0 | 92 | 0 | 8 | 4 | 3 | 1 | 15 | 255 |
| Heavy Vehicle % | 0.00% | 2.58% | 3.26% | 3.78% | 0.00% | 3.26% | 0.00% | 11.63% | 2.21% | 6.99% | 0.00% | 6.49% | 0.00% | 10.61% | 2.33% | 9.17% | 0.00% | 3.00% | 0.00% | 2.38% | 1.76% | 4.48% | 20.00% | 2.38% | 3.31% |

**Xenium Lane (CSAH 61) & Industrial Park Boulevard
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 | |
| 7:30 AM | 0 | 9 | 82 | 9 | 0 | 100 | 0 | 1 | 6 | 4 | 0 | 11 | 0 | 5 | 49 | 3 | 2 | 57 | 0 | 3 | 5 | 0 | 0 | 8 | |
| 7:45 AM | 0 | 6 | 88 | 17 | 0 | 111 | 0 | 4 | 7 | 2 | 0 | 13 | 0 | 3 | 48 | 7 | 0 | 58 | 0 | 2 | 5 | 0 | 0 | 7 | |
| 8:00 AM | 0 | 5 | 89 | 11 | 0 | 105 | 0 | 4 | 6 | 1 | 0 | 11 | 0 | 6 | 60 | 6 | 2 | 72 | 0 | 3 | 2 | 0 | 1 | 5 | |
| 8:15 AM | 0 | 9 | 88 | 18 | 0 | 115 | 0 | 4 | 3 | 2 | 0 | 9 | 0 | 2 | 48 | 6 | 0 | 56 | 1 | 6 | 4 | 0 | 0 | 11 | |
| Peak Hour Total | 0 | 29 | 347 | 55 | 0 | 431 | 0 | 13 | 22 | 9 | 0 | 44 | 0 | 16 | 205 | 22 | 4 | 243 | 1 | 14 | 16 | 0 | 1 | 31 | |
| PHF | 0.000 | 0.806 | 0.975 | 0.764 | 0.000 | 0.937 | 0.000 | 0.813 | 0.786 | 0.563 | 0.000 | 0.846 | 0.000 | 0.667 | 0.854 | 0.786 | 0.500 | 0.844 | 0.250 | 0.583 | 0.800 | 0.000 | 0.250 | 0.705 | |

| 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 | 0 | 4 | 71 | 3 | 0 | 78 | 0 | 11 | 3 | 6 | 0 | 20 | 0 | 2 | 80 | 4 | 0 | 86 | 0 | 8 | 9 | 4 | 0 | 21 | |
| 4:00 PM | 0 | 9 | 62 | 3 | 1 | 74 | 0 | 3 | 1 | 21 | 0 | 25 | 0 | 1 | 132 | 4 | 1 | 137 | 0 | 9 | 9 | 0 | 0 | 18 | |
| 4:15 PM | 0 | 6 | 59 | 5 | 0 | 70 | 0 | 4 | 3 | 14 | 0 | 21 | 0 | 1 | 104 | 4 | 0 | 109 | 0 | 10 | 7 | 1 | 0 | 18 | |
| 4:30 PM | 0 | 14 | 88 | 5 | 0 | 107 | 0 | 3 | 7 | 10 | 0 | 20 | 0 | 1 | 97 | 6 | 0 | 104 | 0 | 9 | 11 | 3 | 0 | 23 | |
| Peak Hour Total | 0 | 33 | 280 | 16 | 1 | 329 | 0 | 21 | 14 | 51 | 0 | 86 | 0 | 5 | 413 | 18 | 1 | 436 | 0 | 36 | 36 | 8 | 0 | 80 | |
| PHF | 0.000 | 0.589 | 0.795 | 0.800 | 0.250 | 0.769 | 0.000 | 0.477 | 0.500 | 0.607 | 0.000 | 0.860 | 0.000 | 0.625 | 0.782 | 0.750 | 0.250 | 0.796 | 0.000 | 0.900 | 0.818 | 0.500 | 0.000 | 0.870 | |

| | | | |
|--------------------------------|------------|-------------------------------|------------|
| Total Vehicles On Leg | | 6821 | |
| Vehicles Entering Intersection | 3469 | Vehicles Exiting Intersection | 3352 |
| Southbound | | | |
| Cars | 331 | 2761 | 264 |
| Heavy | 13 | 93 | 7 |
| Total | 344 | 2854 | 271 |



| | | | | | | |
|-------------------------------|---------------------------------------|-----------|------|-------|-------|--|
| Total Vehicles on Leg 1223 | Vehicles Entering Intersection 631 | Eastbound | Cars | Heavy | Total | |
| | | | 4 | 1 | 5 | |
| | 1 | | 0 | 1 | | |
| | 328 | | 8 | 336 | | |
| | Vehicles Exiting Intersection 592 | | 223 | 4 | 227 | |
| 64 | 3 | 67 | | | | |

Daily Volumes

| | | | | | |
|--------------------------------------|-------|-------|-----------|---------------------------------------|-------------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 539 | Total Vehicles on Leg 1255 |
| 213 | 16 | 229 | | | |
| 177 | 4 | 181 | | | |
| 114 | 15 | 129 | | | |
| Vehicles Exiting Intersection 716 | 0 | 0 | | | |
| 0 | 0 | 0 | | | |



| | | | | | |
|--------------------------------|----------|----------|-------------------------------|-------------|------------|
| Cars | 5 | 0 | 59 | 2722 | 198 |
| Heavy | 0 | 0 | 7 | 65 | 20 |
| Total | 5 | 0 | 66 | 2787 | 218 |
| Northbound | | | | | |
| Vehicles Entering Intersection | 3071 | | Vehicles Exiting Intersection | 3050 | |
| Total Vehicles On Leg | 6121 | | | | |