



Appendix A

Field Inspection Photo Log



Photo 1: Looking east near the intersection with 15th Street North (RP 3.5)



Photo 2: Looking west near the intersection with 15th Street North (RP 3.5)



Photo 3: Looking east at the intersection with 19th Street North (RP 3.7)



Photo 4: Looking west near the intersection with 19th Street North (RP 3.8)



Photo 5: Looking east near the Caboose Trailhead (RP 3.8)



Photo 6: Looking north at the Caboose Trailhead (RP 3.8)



Photo 7: Looking west at the Caboose Trailhead (RP 3.8)



Photo 8: Looking north at a drainage near the Caboose Trailhead (RP 3.8)



Photo 9: Looking east at the Big Stack Mobile Home Court entrance (RP 3.9)



Photo 10: Looking east from the Big Stack Mobile Home Court entrance (RP 4.0)



Photo 11: Looking west from the Big Stack Mobile Home Court entrance (RP 4.0)



Photo 12: Looking west near the business district (RP 4.1)



Photo 13: Looking east at the business district (RP 4.1)



Photo 14: Looking west at the business district (RP 4.2)



Photo 15: Looking west at the business district (RP 4.2)



Photo 16: Looking east at the intersection with 25th Street North (RP 4.2)



Photo 17: Looking north at the intersection with 25th Street North (RP 4.3)



Photo 18: Looking west at the intersection with 25th Street North



Photo 19: Looking east near the Veteran's Memorial Park (RP 4.4)



Photo 20: Looking west at the Veteran's Memorial Park (RP 4.4)



Photo 21: Looking west at the retaining wall near the Veteran's Memorial Park (RP 4.5)



Photo 22: Looking west from a scenic pullout (RP 4.6)



Photo 23: Looking east near the Eagle Falls Golf Club (RP 4.6)



Photo 24: Black Eagle historic marker (RP 4.6)



Photo 25: Looking east at the Eagle Falls Golf Club (RP 4.6)



Photo 26: Looking east near Eagle Falls Golf Club (RP 4.8)



Photo 27: Looking north at the intersection with Giant Spring Road (RP 5.2)



Photo 28: Looking east at the railroad crossing (RP 5.2)



Photo 29: Looking west from the intersection with Giant Springs Road (RP 5.2)



Photo 30: Looking west at the railroad crossing (RP 5.3)



Photo 31: Looking west from the intersection with 38th Street North (RP 5.4)



Photo 32: Looking north at the intersection with 38th Street North (RP 5.4)



Appendix B

Data Collection

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-057 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 11073 **Located On:** RIVER DR
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	54	64	0	0	0	0	59
1am to 2am	0	24	39	0	0	0	0	32
2am to 3am	0	18	32	0	0	0	0	25
3am to 4am	0	36	33	0	0	0	0	35
4am to 5am	0	55	58	0	0	0	0	57
5am to 6am	0	189	212	0	0	0	0	201
6am to 7am	0	409	398	0	0	0	0	404
7am to 8am	0	697	685	0	0	0	0	691
8am to 9am	0	500	520	0	0	0	0	510
9am to 10am	0	560	557	0	0	0	0	559
10am to 11am	0	616	662	0	0	0	0	639
11am to 12pm	0	695	746	0	0	0	0	721
12pm to 1pm	0	746	754	0	0	0	0	750
1pm to 2pm	0	765	734	0	0	0	0	750
2pm to 3pm	0	826	849	0	0	0	0	838
3pm to 4pm	0	767	774	0	0	0	0	771
4pm to 5pm	0	958	944	0	0	0	0	951
5pm to 6pm	0	866	905	0	0	0	0	886
6pm to 7pm	0	531	583	0	0	0	0	557
7pm to 8pm	0	424	445	0	0	0	0	435
8pm to 9pm	0	372	365	0	0	0	0	369
9pm to 10pm	0	266	312	0	0	0	0	289
10pm to 11pm	0	140	163	0	0	0	0	152
11pm to 12am	0	78	74	0	0	0	0	76
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	10,592	10,908	0	0	0	0	10,750
% of AADT	0.0	95.7	98.5	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-057_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 5554 **Located On:** RIVER DR
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	35	34	0	0	0	0	35
1am to 2am	0	15	27	0	0	0	0	21
2am to 3am	0	13	18	0	0	0	0	16
3am to 4am	0	29	24	0	0	0	0	27
4am to 5am	0	38	38	0	0	0	0	38
5am to 6am	0	122	133	0	0	0	0	128
6am to 7am	0	254	259	0	0	0	0	257
7am to 8am	0	457	453	0	0	0	0	455
8am to 9am	0	277	274	0	0	0	0	276
9am to 10am	0	297	278	0	0	0	0	288
10am to 11am	0	322	344	0	0	0	0	333
11am to 12pm	0	372	386	0	0	0	0	379
12pm to 1pm	0	385	409	0	0	0	0	397
1pm to 2pm	0	408	398	0	0	0	0	403
2pm to 3pm	0	415	443	0	0	0	0	429
3pm to 4pm	0	423	365	0	0	0	0	394
4pm to 5pm	0	463	473	0	0	0	0	468
5pm to 6pm	0	450	451	0	0	0	0	451
6pm to 7pm	0	314	368	0	0	0	0	341
7pm to 8pm	0	241	261	0	0	0	0	251
8pm to 9pm	0	199	206	0	0	0	0	203
9pm to 10pm	0	148	142	0	0	0	0	145
10pm to 11pm	0	72	103	0	0	0	0	88
11pm to 12am	0	47	52	0	0	0	0	50
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	5,796	5,939	0	0	0	0	5,868
% of AADT	0.0	104.4	106.9	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-057_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 4622 **Located On:** RIVER DR
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	19	30	0	0	0	0	25
1am to 2am	0	9	12	0	0	0	0	11
2am to 3am	0	5	14	0	0	0	0	10
3am to 4am	0	7	9	0	0	0	0	8
4am to 5am	0	17	20	0	0	0	0	19
5am to 6am	0	67	79	0	0	0	0	73
6am to 7am	0	155	139	0	0	0	0	147
7am to 8am	0	240	232	0	0	0	0	236
8am to 9am	0	223	246	0	0	0	0	235
9am to 10am	0	263	279	0	0	0	0	271
10am to 11am	0	294	318	0	0	0	0	306
11am to 12pm	0	323	360	0	0	0	0	342
12pm to 1pm	0	361	345	0	0	0	0	353
1pm to 2pm	0	357	336	0	0	0	0	347
2pm to 3pm	0	411	406	0	0	0	0	409
3pm to 4pm	0	344	409	0	0	0	0	377
4pm to 5pm	0	495	471	0	0	0	0	483
5pm to 6pm	0	416	454	0	0	0	0	435
6pm to 7pm	0	217	215	0	0	0	0	216
7pm to 8pm	0	183	184	0	0	0	0	184
8pm to 9pm	0	173	159	0	0	0	0	166
9pm to 10pm	0	118	170	0	0	0	0	144
10pm to 11pm	0	68	60	0	0	0	0	64
11pm to 12am	0	31	22	0	0	0	0	27
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	4,796	4,969	0	0	0	0	4,883
% of AADT	0.0	103.8	107.5	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-058 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 13329 **Located On:** RIVER DR
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	55	61	0	0	0	0	58
1am to 2am	0	39	45	0	0	0	0	42
2am to 3am	0	27	26	0	0	0	0	26
3am to 4am	0	41	45	0	0	0	0	43
4am to 5am	0	76	77	0	0	0	0	77
5am to 6am	0	298	308	0	0	0	0	303
6am to 7am	0	647	655	0	0	0	0	651
7am to 8am	0	958	972	0	0	0	0	965
8am to 9am	0	696	715	0	0	0	0	706
9am to 10am	0	659	669	0	0	0	0	664
10am to 11am	0	719	737	0	0	0	0	728
11am to 12pm	0	825	859	0	0	0	0	842
12pm to 1pm	0	912	938	0	0	0	0	925
1pm to 2pm	0	883	889	0	0	0	0	886
2pm to 3pm	0	950	947	0	0	0	0	949
3pm to 4pm	0	977	981	0	0	0	0	979
4pm to 5pm	0	1,198	1,223	0	0	0	0	1,210
5pm to 6pm	0	1,162	1,212	0	0	0	0	1,187
6pm to 7pm	0	698	743	0	0	0	0	721
7pm to 8pm	0	494	548	0	0	0	0	521
8pm to 9pm	0	390	435	0	0	0	0	412
9pm to 10pm	0	296	335	0	0	0	0	316
10pm to 11pm	0	171	192	0	0	0	0	182
11pm to 12am	0	87	85	0	0	0	0	86
# Days	0	3	3	0	0	0	0	6
Avg Daily Total	0	13,259	13,699	0	0	0	0	13,479
% of AADT	0.0	99.5	102.8	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-058_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 5982 **Located On:** RIVER DR
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	28	29	0	0	0	0	29
1am to 2am	0	16	21	0	0	0	0	19
2am to 3am	0	15	14	0	0	0	0	14
3am to 4am	0	18	22	0	0	0	0	20
4am to 5am	0	31	34	0	0	0	0	32
5am to 6am	0	128	134	0	0	0	0	131
6am to 7am	0	272	268	0	0	0	0	270
7am to 8am	0	403	414	0	0	0	0	408
8am to 9am	0	330	336	0	0	0	0	333
9am to 10am	0	321	309	0	0	0	0	315
10am to 11am	0	343	356	0	0	0	0	350
11am to 12pm	0	397	418	0	0	0	0	408
12pm to 1pm	0	421	440	0	0	0	0	430
1pm to 2pm	0	431	420	0	0	0	0	426
2pm to 3pm	0	464	477	0	0	0	0	471
3pm to 4pm	0	465	491	0	0	0	0	478
4pm to 5pm	0	609	608	0	0	0	0	608
5pm to 6pm	0	577	593	0	0	0	0	585
6pm to 7pm	0	319	346	0	0	0	0	333
7pm to 8pm	0	237	259	0	0	0	0	248
8pm to 9pm	0	190	213	0	0	0	0	202
9pm to 10pm	0	157	185	0	0	0	0	171
10pm to 11pm	0	87	96	0	0	0	0	91
11pm to 12am	0	42	40	0	0	0	0	41
# Days	0	3	3	0	0	0	0	6
Avg Daily Total	0	6,299	6,524	0	0	0	0	6,412
% of AADT	0.0	105.3	109.1	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-058_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 6661 **Located On:** RIVER DR
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	27	31	0	0	0	0	29
1am to 2am	0	23	24	0	0	0	0	23
2am to 3am	0	12	12	0	0	0	0	12
3am to 4am	0	23	23	0	0	0	0	23
4am to 5am	0	45	43	0	0	0	0	44
5am to 6am	0	170	173	0	0	0	0	172
6am to 7am	0	375	387	0	0	0	0	381
7am to 8am	0	556	559	0	0	0	0	557
8am to 9am	0	366	380	0	0	0	0	373
9am to 10am	0	338	360	0	0	0	0	349
10am to 11am	0	375	381	0	0	0	0	378
11am to 12pm	0	428	441	0	0	0	0	435
12pm to 1pm	0	492	498	0	0	0	0	495
1pm to 2pm	0	453	469	0	0	0	0	461
2pm to 3pm	0	487	470	0	0	0	0	478
3pm to 4pm	0	513	490	0	0	0	0	501
4pm to 5pm	0	589	615	0	0	0	0	602
5pm to 6pm	0	586	619	0	0	0	0	602
6pm to 7pm	0	379	397	0	0	0	0	388
7pm to 8pm	0	257	289	0	0	0	0	273
8pm to 9pm	0	200	221	0	0	0	0	211
9pm to 10pm	0	139	151	0	0	0	0	145
10pm to 11pm	0	84	97	0	0	0	0	90
11pm to 12am	0	45	45	0	0	0	0	45
# Days	0	3	3	0	0	0	0	6
Avg Daily Total	0	6,959	7,175	0	0	0	0	7,067
% of AADT	0.0	104.5	107.7	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-059 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 11338 **Located On:** RIVER DR
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	32	33	0	0	0	0	33
1am to 2am	0	21	29	0	0	0	0	25
2am to 3am	0	19	15	0	0	0	0	17
3am to 4am	0	25	33	0	0	0	0	29
4am to 5am	0	75	67	0	0	0	0	71
5am to 6am	0	272	270	0	0	0	0	271
6am to 7am	0	557	587	0	0	0	0	572
7am to 8am	0	940	931	0	0	0	0	936
8am to 9am	0	677	693	0	0	0	0	685
9am to 10am	0	567	557	0	0	0	0	562
10am to 11am	0	600	574	0	0	0	0	587
11am to 12pm	0	693	689	0	0	0	0	691
12pm to 1pm	0	770	825	0	0	0	0	798
1pm to 2pm	0	754	744	0	0	0	0	749
2pm to 3pm	0	837	787	0	0	0	0	812
3pm to 4pm	0	890	872	0	0	0	0	881
4pm to 5pm	0	1,092	1,118	0	0	0	0	1,105
5pm to 6pm	0	1,135	1,141	0	0	0	0	1,138
6pm to 7pm	0	673	683	0	0	0	0	678
7pm to 8pm	0	458	482	0	0	0	0	470
8pm to 9pm	0	268	316	0	0	0	0	292
9pm to 10pm	0	207	179	0	0	0	0	193
10pm to 11pm	0	111	122	0	0	0	0	117
11pm to 12am	0	65	38	0	0	0	0	52
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	11,738	11,785	0	0	0	0	11,762
% of AADT	0.0	103.5	103.9	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-060 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 10705 **Located On:** RIVER DR
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	34	32	0	0	0	0	33
1am to 2am	0	18	26	0	0	0	0	22
2am to 3am	0	18	20	0	0	0	0	19
3am to 4am	0	22	29	0	0	0	0	26
4am to 5am	0	68	63	0	0	0	0	66
5am to 6am	0	250	246	0	0	0	0	248
6am to 7am	0	510	513	0	0	0	0	512
7am to 8am	0	911	899	0	0	0	0	905
8am to 9am	0	671	662	0	0	0	0	667
9am to 10am	0	526	521	0	0	0	0	524
10am to 11am	0	580	552	0	0	0	0	566
11am to 12pm	0	623	623	0	0	0	0	623
12pm to 1pm	0	700	790	0	0	0	0	745
1pm to 2pm	0	693	708	0	0	0	0	701
2pm to 3pm	0	759	748	0	0	0	0	754
3pm to 4pm	0	823	801	0	0	0	0	812
4pm to 5pm	0	1,000	1,049	0	0	0	0	1,025
5pm to 6pm	0	1,093	1,105	0	0	0	0	1,099
6pm to 7pm	0	647	670	0	0	0	0	659
7pm to 8pm	0	447	460	0	0	0	0	454
8pm to 9pm	0	255	308	0	0	0	0	282
9pm to 10pm	0	207	192	0	0	0	0	200
10pm to 11pm	0	110	127	0	0	0	0	119
11pm to 12am	0	61	41	0	0	0	0	51
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	11,026	11,185	0	0	0	0	11,106
% of AADT	0.0	103.0	104.5	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-060_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 3281 **Located On:** RIVER DR
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	16	16	0	0	0	0	16
1am to 2am	0	11	13	0	0	0	0	12
2am to 3am	0	10	11	0	0	0	0	11
3am to 4am	0	15	20	0	0	0	0	18
4am to 5am	0	48	42	0	0	0	0	45
5am to 6am	0	152	153	0	0	0	0	153
6am to 7am	0	308	311	0	0	0	0	310
7am to 8am	0	563	533	0	0	0	0	548
8am to 9am	0	348	362	0	0	0	0	355
9am to 10am	0	260	268	0	0	0	0	264
10am to 11am	0	284	278	0	0	0	0	281
11am to 12pm	0	292	297	0	0	0	0	295
12pm to 1pm	0	386	426	0	0	0	0	406
1pm to 2pm	0	383	368	0	0	0	0	376
2pm to 3pm	0	376	364	0	0	0	0	370
3pm to 4pm	0	407	397	0	0	0	0	402
4pm to 5pm	0	407	458	0	0	0	0	433
5pm to 6pm	0	509	515	0	0	0	0	512
6pm to 7pm	0	355	334	0	0	0	0	345
7pm to 8pm	0	219	236	0	0	0	0	228
8pm to 9pm	0	142	170	0	0	0	0	156
9pm to 10pm	0	97	109	0	0	0	0	103
10pm to 11pm	0	63	58	0	0	0	0	61
11pm to 12am	0	32	23	0	0	0	0	28
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	5,683	5,762	0	0	0	0	5,723
% of AADT	0.0	173.2	175.6	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-060_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 3452 **Located On:** RIVER DR
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	18	16	0	0	0	0	17
1am to 2am	0	7	13	0	0	0	0	10
2am to 3am	0	8	9	0	0	0	0	9
3am to 4am	0	7	9	0	0	0	0	8
4am to 5am	0	20	21	0	0	0	0	21
5am to 6am	0	98	93	0	0	0	0	96
6am to 7am	0	202	202	0	0	0	0	202
7am to 8am	0	348	366	0	0	0	0	357
8am to 9am	0	323	300	0	0	0	0	312
9am to 10am	0	266	253	0	0	0	0	260
10am to 11am	0	296	274	0	0	0	0	285
11am to 12pm	0	331	326	0	0	0	0	329
12pm to 1pm	0	314	364	0	0	0	0	339
1pm to 2pm	0	310	340	0	0	0	0	325
2pm to 3pm	0	383	384	0	0	0	0	384
3pm to 4pm	0	416	404	0	0	0	0	410
4pm to 5pm	0	593	591	0	0	0	0	592
5pm to 6pm	0	584	590	0	0	0	0	587
6pm to 7pm	0	292	336	0	0	0	0	314
7pm to 8pm	0	228	224	0	0	0	0	226
8pm to 9pm	0	113	138	0	0	0	0	126
9pm to 10pm	0	110	83	0	0	0	0	97
10pm to 11pm	0	47	69	0	0	0	0	58
11pm to 12am	0	29	18	0	0	0	0	24
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	5,343	5,423	0	0	0	0	5,383
% of AADT	0.0	154.8	157.1	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-061 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 7399 **Located On:** RIVER DR
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	23	23	0	0	0	0	23
1am to 2am	0	14	15	0	0	0	0	15
2am to 3am	0	8	13	0	0	0	0	11
3am to 4am	0	19	23	0	0	0	0	21
4am to 5am	0	48	47	0	0	0	0	48
5am to 6am	0	171	176	0	0	0	0	174
6am to 7am	0	381	395	0	0	0	0	388
7am to 8am	0	646	636	0	0	0	0	641
8am to 9am	0	438	483	0	0	0	0	461
9am to 10am	0	400	389	0	0	0	0	395
10am to 11am	0	437	404	0	0	0	0	421
11am to 12pm	0	463	466	0	0	0	0	465
12pm to 1pm	0	530	625	0	0	0	0	578
1pm to 2pm	0	528	529	0	0	0	0	529
2pm to 3pm	0	509	491	0	0	0	0	500
3pm to 4pm	0	563	548	0	0	0	0	556
4pm to 5pm	0	670	720	0	0	0	0	695
5pm to 6pm	0	733	766	0	0	0	0	750
6pm to 7pm	0	353	393	0	0	0	0	373
7pm to 8pm	0	247	266	0	0	0	0	257
8pm to 9pm	0	141	178	0	0	0	0	160
9pm to 10pm	0	108	121	0	0	0	0	115
10pm to 11pm	0	77	75	0	0	0	0	76
11pm to 12am	0	37	25	0	0	0	0	31
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	7,544	7,807	0	0	0	0	7,676
% of AADT	0.0	102.0	105.5	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-061_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 5020 **Located On:** RIVER DR
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	11	13	0	0	0	0	12
1am to 2am	0	4	7	0	0	0	0	6
2am to 3am	0	5	6	0	0	0	0	6
3am to 4am	0	4	5	0	0	0	0	5
4am to 5am	0	14	17	0	0	0	0	16
5am to 6am	0	54	55	0	0	0	0	55
6am to 7am	0	100	110	0	0	0	0	105
7am to 8am	0	190	200	0	0	0	0	195
8am to 9am	0	186	198	0	0	0	0	192
9am to 10am	0	192	186	0	0	0	0	189
10am to 11am	0	222	193	0	0	0	0	208
11am to 12pm	0	260	246	0	0	0	0	253
12pm to 1pm	0	236	296	0	0	0	0	266
1pm to 2pm	0	239	260	0	0	0	0	250
2pm to 3pm	0	262	262	0	0	0	0	262
3pm to 4pm	0	288	288	0	0	0	0	288
4pm to 5pm	0	449	468	0	0	0	0	459
5pm to 6pm	0	456	467	0	0	0	0	462
6pm to 7pm	0	188	200	0	0	0	0	194
7pm to 8pm	0	129	138	0	0	0	0	134
8pm to 9pm	0	74	89	0	0	0	0	82
9pm to 10pm	0	50	54	0	0	0	0	52
10pm to 11pm	0	39	45	0	0	0	0	42
11pm to 12am	0	16	10	0	0	0	0	13
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	3,668	3,813	0	0	0	0	3,741
% of AADT	0.0	73.1	76.0	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-061_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 4722 **Located On:** RIVER DR
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	12	10	0	0	0	0	11
1am to 2am	0	10	8	0	0	0	0	9
2am to 3am	0	3	7	0	0	0	0	5
3am to 4am	0	15	18	0	0	0	0	17
4am to 5am	0	34	30	0	0	0	0	32
5am to 6am	0	117	121	0	0	0	0	119
6am to 7am	0	281	285	0	0	0	0	283
7am to 8am	0	456	436	0	0	0	0	446
8am to 9am	0	252	285	0	0	0	0	269
9am to 10am	0	208	203	0	0	0	0	206
10am to 11am	0	215	211	0	0	0	0	213
11am to 12pm	0	203	220	0	0	0	0	212
12pm to 1pm	0	294	329	0	0	0	0	312
1pm to 2pm	0	289	269	0	0	0	0	279
2pm to 3pm	0	247	229	0	0	0	0	238
3pm to 4pm	0	275	260	0	0	0	0	268
4pm to 5pm	0	221	252	0	0	0	0	237
5pm to 6pm	0	277	299	0	0	0	0	288
6pm to 7pm	0	165	193	0	0	0	0	179
7pm to 8pm	0	118	128	0	0	0	0	123
8pm to 9pm	0	67	89	0	0	0	0	78
9pm to 10pm	0	58	67	0	0	0	0	63
10pm to 11pm	0	38	30	0	0	0	0	34
11pm to 12am	0	21	15	0	0	0	0	18
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	3,876	3,994	0	0	0	0	3,935
% of AADT	0.0	82.1	84.6	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-028 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 11111 **Located On:** US 87
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	62	76	0	0	0	0	69
1am to 2am	0	60	75	0	0	0	0	67
2am to 3am	0	42	42	0	0	0	0	42
3am to 4am	0	44	43	0	0	0	0	43
4am to 5am	0	51	58	0	0	0	0	55
5am to 6am	0	216	222	0	0	0	0	219
6am to 7am	0	453	463	0	0	0	0	458
7am to 8am	0	754	743	0	0	0	0	748
8am to 9am	0	639	652	0	0	0	0	645
9am to 10am	0	662	631	0	0	0	0	646
10am to 11am	0	711	654	0	0	0	0	682
11am to 12pm	0	833	856	0	0	0	0	844
12pm to 1pm	0	972	979	0	0	0	0	975
1pm to 2pm	0	885	870	0	0	0	0	877
2pm to 3pm	0	848	870	0	0	0	0	859
3pm to 4pm	0	956	968	0	0	0	0	962
4pm to 5pm	0	1,002	1,017	0	0	0	0	1,009
5pm to 6pm	0	1,020	1,061	0	0	0	0	1,040
6pm to 7pm	0	627	663	0	0	0	0	645
7pm to 8pm	0	475	531	0	0	0	0	503
8pm to 9pm	0	408	456	0	0	0	0	432
9pm to 10pm	0	316	333	0	0	0	0	324
10pm to 11pm	0	205	218	0	0	0	0	211
11pm to 12am	0	110	129	0	0	0	0	120
# Days	0	2	2	0	0	0	0	4
Avg Daily Total	0	12,341	12,604	0	0	0	0	12,473
% of AADT	0.0	111.1	113.4	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-028_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 6365 **Located On:** US 87
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	34	44	0	0	0	0	39
1am to 2am	0	26	34	0	0	0	0	30
2am to 3am	0	26	23	0	0	0	0	24
3am to 4am	0	26	24	0	0	0	0	25
4am to 5am	0	27	33	0	0	0	0	30
5am to 6am	0	152	161	0	0	0	0	156
6am to 7am	0	285	308	0	0	0	0	297
7am to 8am	0	437	437	0	0	0	0	437
8am to 9am	0	371	379	0	0	0	0	375
9am to 10am	0	383	378	0	0	0	0	380
10am to 11am	0	436	387	0	0	0	0	411
11am to 12pm	0	477	499	0	0	0	0	488
12pm to 1pm	0	580	579	0	0	0	0	580
1pm to 2pm	0	510	508	0	0	0	0	509
2pm to 3pm	0	523	538	0	0	0	0	531
3pm to 4pm	0	567	578	0	0	0	0	572
4pm to 5pm	0	627	638	0	0	0	0	632
5pm to 6pm	0	626	667	0	0	0	0	646
6pm to 7pm	0	373	382	0	0	0	0	377
7pm to 8pm	0	293	329	0	0	0	0	311
8pm to 9pm	0	226	259	0	0	0	0	243
9pm to 10pm	0	178	189	0	0	0	0	184
10pm to 11pm	0	121	132	0	0	0	0	126
11pm to 12am	0	58	72	0	0	0	0	65
# Days	0	2	2	0	0	0	0	4
Avg Daily Total	0	7,357	7,573	0	0	0	0	7,465
% of AADT	0.0	115.6	119.0	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-028_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 4269 **Located On:** US 87
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	28	32	0	0	0	0	30
1am to 2am	0	34	41	0	0	0	0	38
2am to 3am	0	16	19	0	0	0	0	18
3am to 4am	0	18	19	0	0	0	0	19
4am to 5am	0	25	25	0	0	0	0	25
5am to 6am	0	64	61	0	0	0	0	63
6am to 7am	0	168	155	0	0	0	0	161
7am to 8am	0	317	307	0	0	0	0	312
8am to 9am	0	268	274	0	0	0	0	271
9am to 10am	0	279	253	0	0	0	0	266
10am to 11am	0	275	267	0	0	0	0	271
11am to 12pm	0	356	357	0	0	0	0	357
12pm to 1pm	0	392	400	0	0	0	0	396
1pm to 2pm	0	375	363	0	0	0	0	369
2pm to 3pm	0	325	332	0	0	0	0	328
3pm to 4pm	0	389	390	0	0	0	0	390
4pm to 5pm	0	375	379	0	0	0	0	377
5pm to 6pm	0	394	394	0	0	0	0	394
6pm to 7pm	0	254	282	0	0	0	0	268
7pm to 8pm	0	182	202	0	0	0	0	192
8pm to 9pm	0	182	197	0	0	0	0	189
9pm to 10pm	0	138	144	0	0	0	0	141
10pm to 11pm	0	84	86	0	0	0	0	85
11pm to 12am	0	52	57	0	0	0	0	55
# Days	0	2	2	0	0	0	0	4
Avg Daily Total	0	4,984	5,031	0	0	0	0	5,008
% of AADT	0.0	116.7	117.8	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-120 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 4798 **Located On:** 25TH ST
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	18	20	0	0	0	0	19
1am to 2am	0	14	12	0	0	0	0	13
2am to 3am	0	15	5	0	0	0	0	10
3am to 4am	0	12	15	0	0	0	0	14
4am to 5am	0	22	22	0	0	0	0	22
5am to 6am	0	73	88	0	0	0	0	81
6am to 7am	0	199	216	0	0	0	0	208
7am to 8am	0	392	412	0	0	0	0	402
8am to 9am	0	371	335	0	0	0	0	353
9am to 10am	0	256	285	0	0	0	0	271
10am to 11am	0	305	291	0	0	0	0	298
11am to 12pm	0	309	326	0	0	0	0	318
12pm to 1pm	0	418	391	0	0	0	0	405
1pm to 2pm	0	359	371	0	0	0	0	365
2pm to 3pm	0	328	332	0	0	0	0	330
3pm to 4pm	0	467	421	0	0	0	0	444
4pm to 5pm	0	404	415	0	0	0	0	410
5pm to 6pm	0	477	439	0	0	0	0	458
6pm to 7pm	0	313	330	0	0	0	0	322
7pm to 8pm	0	216	241	0	0	0	0	229
8pm to 9pm	0	125	161	0	0	0	0	143
9pm to 10pm	0	82	102	0	0	0	0	92
10pm to 11pm	0	47	58	0	0	0	0	53
11pm to 12am	0	43	26	0	0	0	0	35
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	5,265	5,314	0	0	0	0	5,290
% of AADT	0.0	109.7	110.8	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-120_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 1658 **Located On:** 25TH ST
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	8	10	0	0	0	0	9
1am to 2am	0	2	3	0	0	0	0	3
2am to 3am	0	2	2	0	0	0	0	2
3am to 4am	0	7	5	0	0	0	0	6
4am to 5am	0	10	12	0	0	0	0	11
5am to 6am	0	32	37	0	0	0	0	35
6am to 7am	0	74	82	0	0	0	0	78
7am to 8am	0	118	115	0	0	0	0	117
8am to 9am	0	118	106	0	0	0	0	112
9am to 10am	0	88	99	0	0	0	0	94
10am to 11am	0	117	99	0	0	0	0	108
11am to 12pm	0	108	117	0	0	0	0	113
12pm to 1pm	0	158	139	0	0	0	0	149
1pm to 2pm	0	135	127	0	0	0	0	131
2pm to 3pm	0	113	111	0	0	0	0	112
3pm to 4pm	0	165	124	0	0	0	0	145
4pm to 5pm	0	142	132	0	0	0	0	137
5pm to 6pm	0	152	138	0	0	0	0	145
6pm to 7pm	0	115	113	0	0	0	0	114
7pm to 8pm	0	93	99	0	0	0	0	96
8pm to 9pm	0	45	55	0	0	0	0	50
9pm to 10pm	0	23	45	0	0	0	0	34
10pm to 11pm	0	19	12	0	0	0	0	16
11pm to 12am	0	18	12	0	0	0	0	15
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	1,862	1,794	0	0	0	0	1,828
% of AADT	0.0	112.3	108.2	0.0	0.0	0.0	0.0	

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-120_SB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 3140 **Located On:** 25TH ST
Collection Type **Direction** SB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	10	10	0	0	0	0	10
1am to 2am	0	12	9	0	0	0	0	11
2am to 3am	0	13	3	0	0	0	0	8
3am to 4am	0	5	10	0	0	0	0	8
4am to 5am	0	12	10	0	0	0	0	11
5am to 6am	0	41	51	0	0	0	0	46
6am to 7am	0	125	134	0	0	0	0	130
7am to 8am	0	274	297	0	0	0	0	286
8am to 9am	0	253	229	0	0	0	0	241
9am to 10am	0	168	186	0	0	0	0	177
10am to 11am	0	188	192	0	0	0	0	190
11am to 12pm	0	201	209	0	0	0	0	205
12pm to 1pm	0	260	252	0	0	0	0	256
1pm to 2pm	0	224	244	0	0	0	0	234
2pm to 3pm	0	215	221	0	0	0	0	218
3pm to 4pm	0	302	297	0	0	0	0	300
4pm to 5pm	0	262	283	0	0	0	0	273
5pm to 6pm	0	325	301	0	0	0	0	313
6pm to 7pm	0	198	217	0	0	0	0	208
7pm to 8pm	0	123	142	0	0	0	0	133
8pm to 9pm	0	80	106	0	0	0	0	93
9pm to 10pm	0	59	57	0	0	0	0	58
10pm to 11pm	0	28	46	0	0	0	0	37
11pm to 12am	0	25	14	0	0	0	0	20
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	3,403	3,520	0	0	0	0	3,462
% of AADT	0.0	108.4	112.1	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-124 **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 4211 **Located On:** 38TH ST
Collection Type **Direction** 2-WAY **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	15	13	0	0	0	0	14
1am to 2am	0	12	13	0	0	0	0	13
2am to 3am	0	10	9	0	0	0	0	10
3am to 4am	0	5	10	0	0	0	0	8
4am to 5am	0	20	20	0	0	0	0	20
5am to 6am	0	91	90	0	0	0	0	91
6am to 7am	0	181	169	0	0	0	0	175
7am to 8am	0	333	326	0	0	0	0	330
8am to 9am	0	293	247	0	0	0	0	270
9am to 10am	0	203	196	0	0	0	0	200
10am to 11am	0	247	224	0	0	0	0	236
11am to 12pm	0	246	245	0	0	0	0	246
12pm to 1pm	0	279	315	0	0	0	0	297
1pm to 2pm	0	292	280	0	0	0	0	286
2pm to 3pm	0	321	336	0	0	0	0	329
3pm to 4pm	0	337	346	0	0	0	0	342
4pm to 5pm	0	407	443	0	0	0	0	425
5pm to 6pm	0	483	477	0	0	0	0	480
6pm to 7pm	0	336	329	0	0	0	0	333
7pm to 8pm	0	236	242	0	0	0	0	239
8pm to 9pm	0	128	144	0	0	0	0	136
9pm to 10pm	0	107	87	0	0	0	0	97
10pm to 11pm	0	37	54	0	0	0	0	46
11pm to 12am	0	34	18	0	0	0	0	26
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	4,653	4,633	0	0	0	0	4,643
% of AADT	0.0	110.5	110.0	0.0	0.0	0.0	0.0	

Lane numbers increase towards the center of the road, where lane 1 is the curb.
 For example: on a 3 lane road, lane 1 is the curb, lane 2 the middle lane,
 and lane 3 the closest to the median strip.

Avg Hourly Traffic by Day of Week for 1/1/2015 - 12/31/2015
Criteria: From To From To From To From To

District Location ID 07-2A-124_NB **Community** GREAT FALLS **Roadbed** ML
County CASCADE **AADT** 32 **Located On:** 38TH ST
Collection Type **Direction** NB **Route**

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Avg Daily
12am to 1am	0	9	5	0	0	0	0	7
1am to 2am	0	7	7	0	0	0	0	7
2am to 3am	0	3	4	0	0	0	0	4
3am to 4am	0	4	6	0	0	0	0	5
4am to 5am	0	6	6	0	0	0	0	6
5am to 6am	0	50	48	0	0	0	0	49
6am to 7am	0	128	117	0	0	0	0	123
7am to 8am	0	192	198	0	0	0	0	195
8am to 9am	0	168	137	0	0	0	0	153
9am to 10am	0	113	99	0	0	0	0	106
10am to 11am	0	126	119	0	0	0	0	123
11am to 12pm	0	113	124	0	0	0	0	119
12pm to 1pm	0	133	144	0	0	0	0	139
1pm to 2pm	0	134	129	0	0	0	0	132
2pm to 3pm	0	156	161	0	0	0	0	159
3pm to 4pm	0	167	164	0	0	0	0	166
4pm to 5pm	0	183	179	0	0	0	0	181
5pm to 6pm	0	188	190	0	0	0	0	189
6pm to 7pm	0	125	162	0	0	0	0	144
7pm to 8pm	0	117	110	0	0	0	0	114
8pm to 9pm	0	46	56	0	0	0	0	51
9pm to 10pm	0	64	37	0	0	0	0	51
10pm to 11pm	0	10	25	0	0	0	0	18
11pm to 12am	0	18	9	0	0	0	0	14
# Days	0	1	1	0	0	0	0	2
Avg Daily Total	0	2,260	2,236	0	0	0	0	2,248
% of AADT	0.0	7062.5	6987.5	0.0	0.0	0.0	0.0	

Location: #07-2A-129 - Giant Springs Rd north of River Dr North/O/mc - Average Daily Traffic (ADT)

May 2015	17 Sun	18 Mon	19 Tues	20 Wed	21 Thu	22 Fri	23 Sat	Total	Daily Average	Weekday Average	Weekend Avg
00:00-00:59	0	0	1	1	0	0	0	2	1	1	0
01:00-01:59	0	0	1	0	0	0	0	1	1	1	0
02:00-02:59	0	0	3	3	0	0	0	6	3	3	0
03:00-03:59	0	0	0	1	0	0	0	1	1	1	0
04:00-04:59	0	0	0	4	0	0	0	4	2	2	0
05:00-05:59	0	0	5	7	0	0	0	12	6	6	0
06:00-06:59	0	0	18	22	0	0	0	40	20	20	0
07:00-07:59	0	0	27	41	0	0	0	68	34	34	0
08:00-08:59	0	0	77	74	0	0	0	151	76	76	0
09:00-09:59	0	0	71	77	0	0	0	148	74	74	0
10:00-10:59	0	0	64	75	0	0	0	139	70	70	0
11:00-11:59	0	0	65	93	0	0	0	158	79	79	0
12:00-12:59	0	0	114	128	0	0	0	242	121	121	0
13:00-13:59	0	0	84	119	0	0	0	203	102	102	0
14:00-14:59	0	0	114	114	0	0	0	228	114	114	0
15:00-15:59	0	0	84	104	0	0	0	188	94	94	0
16:00-16:59	0	0	111	131	0	0	0	242	121	121	0
17:00-17:59	0	0	134	148	0	0	0	282	141	141	0
18:00-18:59	0	0	99	132	0	0	0	231	116	116	0
19:00-19:59	0	0	77	104	0	0	0	181	91	91	0
20:00-20:59	0	0	69	80	0	0	0	149	75	75	0
21:00-21:59	0	0	34	30	0	0	0	64	32	32	0
22:00-22:59	0	0	10	25	0	0	0	35	18	18	0
23:00-23:59	0	0	0	5	0	0	0	5	3	3	0
Totals	0	0	1262	1518	0	0	0	2780	1390	1390	0
Peak Hour	5pm to 6pm										
#of Veh	141										
Seasonal Adjustment factor	0.88										
									Adjusted ADT	1223	

Montana Department of Transportation
2701 Prospect

Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River
Drive/15th_(Cascade)
Site Code:
Start Date: 08/17/2015
Page No: 1

Location: 47.519454131055, -
111.281587779522

Turning Movement Data

Start Time	07-2A-058 Westbound					07-2A-057 Eastbound					07-2A-029 Southbound					07-2A-028 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:15 AM	4	19	29	0	52	1	39	14	0	54	84	21	0	0	105	16	37	8	0	61	272
6:30 AM	1	28	50	0	79	5	76	11	0	92	79	36	3	0	118	18	52	10	0	80	369
6:45 AM	3	19	30	0	52	5	50	11	0	66	84	31	3	0	118	19	55	14	0	88	324
Hourly Total	8	66	109	0	183	11	165	36	0	212	247	88	6	0	341	53	144	32	0	229	965
7:00 AM	4	21	35	0	60	4	90	13	0	107	85	37	5	0	127	18	41	13	0	72	366
7:15 AM	1	32	47	1	80	6	84	19	0	109	84	47	1	0	132	16	51	13	2	80	401
7:30 AM	2	46	76	1	124	5	90	18	3	113	114	66	6	0	186	33	86	16	1	135	558
7:45 AM	4	41	54	0	99	5	96	27	0	128	60	38	2	0	100	19	58	17	0	94	421
Hourly Total	11	140	212	2	363	20	360	77	3	457	343	188	14	0	545	86	236	59	3	381	1746
8:00 AM	3	38	40	1	81	7	57	16	2	80	61	33	3	0	97	13	37	9	0	59	317
8:15 AM	3	35	45	3	83	2	51	13	0	66	50	47	2	0	99	13	44	11	0	68	316
8:30 AM	5	35	46	1	86	1	52	16	0	69	62	35	1	0	98	18	48	12	0	78	331
8:45 AM	3	39	51	0	93	4	45	13	0	62	51	42	5	0	98	21	52	14	0	87	340
Hourly Total	14	147	182	5	343	14	205	58	2	277	224	157	11	0	392	65	181	46	0	292	1304
9:00 AM	7	38	38	0	83	1	59	10	1	70	33	41	1	0	75	15	53	13	0	81	309
9:15 AM	5	41	43	0	89	3	50	10	0	63	61	39	7	0	107	19	44	7	0	70	329
9:30 AM	3	39	52	0	94	3	58	26	2	87	59	46	7	0	112	26	49	11	0	86	379
9:45 AM	5	48	51	0	104	3	54	20	0	77	44	44	4	0	92	18	51	12	0	81	354
Hourly Total	20	166	184	0	370	10	221	66	3	297	197	170	19	0	386	78	197	43	0	318	1371
10:00 AM	5	41	52	0	98	5	64	18	0	87	68	40	1	0	109	34	62	11	0	107	401
10:15 AM	5	43	42	1	90	7	60	17	0	84	50	51	6	0	107	26	51	7	0	84	365
10:30 AM	8	41	40	0	89	6	38	18	0	62	54	37	2	0	93	33	71	12	0	116	360
10:45 AM	13	44	54	0	111	2	75	12	1	89	41	37	2	0	80	21	62	7	0	90	370
Hourly Total	31	169	188	1	388	20	237	65	1	322	213	165	11	0	389	114	246	37	0	397	1496
11:00 AM	14	57	61	1	132	3	54	25	0	82	52	47	3	0	102	26	68	10	0	104	420
11:15 AM	9	46	53	0	108	3	70	27	0	100	50	39	4	0	93	26	49	10	0	85	386
11:30 AM	12	49	53	2	114	3	71	20	0	94	61	42	0	2	103	26	71	9	0	106	417
11:45 AM	7	54	42	0	103	2	69	25	0	96	75	55	8	0	138	24	81	12	0	117	454
Hourly Total	42	206	209	3	457	11	264	97	0	372	238	183	15	2	436	102	269	41	0	412	1677
12:00 PM	11	45	75	0	131	5	64	26	0	95	58	58	8	0	124	36	84	20	0	140	490
12:15 PM	14	54	66	1	134	4	65	14	0	83	65	54	4	0	123	38	70	19	0	127	467
12:30 PM	7	50	52	0	109	6	72	28	0	106	70	60	4	0	134	39	88	27	0	154	503
12:45 PM	12	44	72	1	128	6	74	21	0	101	69	51	1	0	121	38	81	20	0	139	489
Hourly Total	44	193	265	2	502	21	275	89	0	385	262	223	17	0	502	151	323	86	0	560	1949
1:00 PM	9	40	53	0	102	5	73	29	0	107	65	45	3	0	113	30	86	14	0	130	452
1:15 PM	12	62	55	1	129	0	59	21	0	80	65	58	3	0	126	26	68	11	0	105	440
1:30 PM	7	66	76	1	149	0	74	30	0	104	51	55	2	0	108	34	85	18	0	137	498
1:45 PM	13	61	51	0	125	0	89	28	0	117	46	41	3	0	90	27	74	12	0	113	445
Hourly Total	41	229	235	2	505	5	295	108	0	408	227	199	11	0	437	117	313	55	0	485	1835
2:00 PM	12	51	39	0	102	0	74	19	0	93	51	45	8	0	104	32	81	14	0	127	426
2:15 PM	9	71	60	1	140	2	75	31	0	108	63	41	3	0	107	27	80	16	0	123	478

2:30 PM	9	83	67	3	159	6	81	25	0	112	69	44	3	0	116	38	79	7	0	124	511
2:45 PM	13	69	63	4	145	3	80	19	1	102	55	48	6	0	109	20	68	13	0	101	457
Hourly Total	43	274	229	8	546	11	310	94	1	415	238	178	20	0	436	117	308	50	0	475	1872
3:00 PM	9	53	73	2	135	2	81	18	0	101	79	59	3	0	141	28	98	13	0	139	516
3:15 PM	8	57	58	0	123	4	83	27	0	114	88	60	3	0	151	22	75	17	0	114	502
3:30 PM	7	57	67	1	131	6	78	27	0	111	64	58	4	0	126	25	92	9	0	126	494
3:45 PM	9	53	72	2	134	1	69	27	2	97	69	45	8	0	122	31	88	19	2	138	491
Hourly Total	33	220	270	5	523	13	311	99	2	423	300	222	18	0	540	106	353	58	2	517	2003
4:00 PM	5	67	83	2	155	4	92	33	0	129	59	51	10	0	120	36	103	19	0	158	562
4:15 PM	13	88	90	0	191	5	65	24	2	94	68	58	3	0	129	27	94	14	0	135	549
4:30 PM	9	85	88	1	182	1	78	25	0	104	77	64	5	0	146	40	111	17	0	168	600
4:45 PM	5	94	87	0	186	5	105	26	0	136	88	59	8	0	155	32	111	9	0	152	629
Hourly Total	32	334	348	3	714	15	340	108	2	463	292	232	26	0	550	135	419	59	0	613	2340
5:00 PM	14	94	112	1	220	1	69	26	3	96	100	61	4	0	165	35	149	24	0	208	689
5:15 PM	5	64	92	4	161	1	99	17	0	117	71	37	11	0	119	32	85	14	0	131	528
5:30 PM	8	68	74	4	150	4	100	32	0	136	76	59	2	0	137	28	89	12	0	129	552
5:45 PM	5	53	62	0	120	4	69	28	0	101	62	43	1	0	106	24	79	11	0	114	441
Hourly Total	32	279	340	9	651	10	337	103	3	450	309	200	18	0	527	119	402	61	0	582	2210
6:00 PM	8	41	53	0	102	2	58	16	0	76	46	35	6	0	87	22	66	9	0	97	362
6:15 PM	3	43	44	0	90	1	77	12	0	90	39	43	3	0	85	8	64	13	0	85	350
6:30 PM	6	37	45	0	88	0	63	14	0	77	38	38	2	0	78	17	55	5	0	77	320
6:45 PM	3	22	45	0	70	1	56	14	0	71	48	37	1	0	86	15	54	8	0	77	304
Hourly Total	20	143	187	0	350	4	254	56	0	314	171	153	12	0	336	62	239	35	0	336	1336
7:00 PM	2	29	36	0	67	1	49	18	2	68	33	25	2	0	60	17	58	3	0	78	273
7:15 PM	5	32	36	0	73	1	43	9	0	53	41	23	1	0	65	11	34	7	0	52	243
7:30 PM	5	26	33	0	64	4	46	20	0	70	38	25	3	0	66	12	49	3	0	64	264
7:45 PM	3	30	27	0	60	0	37	13	0	50	32	25	0	0	57	20	48	4	0	72	239
Hourly Total	15	117	132	0	264	6	175	60	2	241	144	98	6	0	248	60	189	17	0	266	1019
8:00 PM	4	26	24	0	54	1	45	7	1	53	36	29	2	0	67	11	38	4	0	53	227
8:15 PM	8	26	33	0	67	3	38	19	0	60	24	24	3	0	51	13	39	4	0	56	234
8:30 PM	2	35	24	0	61	1	31	13	3	45	29	14	1	0	44	6	31	7	0	44	194
8:45 PM	5	32	34	1	71	1	31	9	0	41	21	20	1	0	42	17	32	3	0	52	206
Hourly Total	19	119	115	1	253	6	145	48	4	199	110	87	7	0	204	47	140	18	0	205	861
9:00 PM	1	20	23	0	44	0	32	14	0	46	28	24	0	0	52	7	31	3	0	41	183
9:15 PM	2	13	25	1	40	2	30	11	0	43	24	12	0	0	36	8	31	5	0	44	163
9:30 PM	6	22	24	0	52	0	21	11	0	32	17	28	3	0	48	8	34	3	0	45	177
9:45 PM	3	28	33	0	64	1	19	7	0	27	16	14	0	0	30	9	29	5	0	43	164
Hourly Total	12	83	105	1	200	3	102	43	0	148	85	78	3	0	166	32	125	16	0	173	687
10:00 PM	4	18	18	2	40	0	15	6	0	21	17	7	0	0	24	9	30	7	0	46	131
10:15 PM	1	12	16	0	29	0	14	6	1	20	13	12	0	0	25	2	19	3	0	24	98
10:30 PM	3	11	14	0	28	0	10	2	3	12	16	12	1	2	29	3	24	2	0	29	98
10:45 PM	0	10	15	3	25	0	14	5	0	19	6	6	1	0	13	1	11	1	0	13	70
Hourly Total	8	51	63	5	122	0	53	19	4	72	52	37	2	2	91	15	84	13	0	112	397
11:00 PM	1	12	10	1	23	0	14	5	0	19	5	8	0	0	13	4	11	1	0	16	71
11:15 PM	0	5	6	1	11	2	6	5	0	13	6	7	0	0	13	3	12	2	0	17	54
11:30 PM	2	4	2	0	8	0	8	1	0	9	3	8	0	0	11	0	13	1	0	14	42
11:45 PM	0	1	6	0	7	0	4	2	0	6	2	1	2	0	5	0	6	4	0	10	28
Hourly Total	3	22	24	2	49	2	32	13	0	47	16	24	2	0	42	7	42	8	0	57	195
12:00 AM	0	4	5	1	9	2	3	2	0	7	4	5	0	0	9	4	10	0	0	14	39
12:15 AM	1	1	1	0	3	0	11	2	0	13	2	0	0	0	2	0	5	2	0	7	25
12:30 AM	2	4	6	0	12	0	6	2	0	8	2	2	0	0	4	2	5	0	0	7	31
12:45 AM	0	4	4	0	8	0	5	2	0	7	1	5	0	0	6	0	2	1	0	3	24

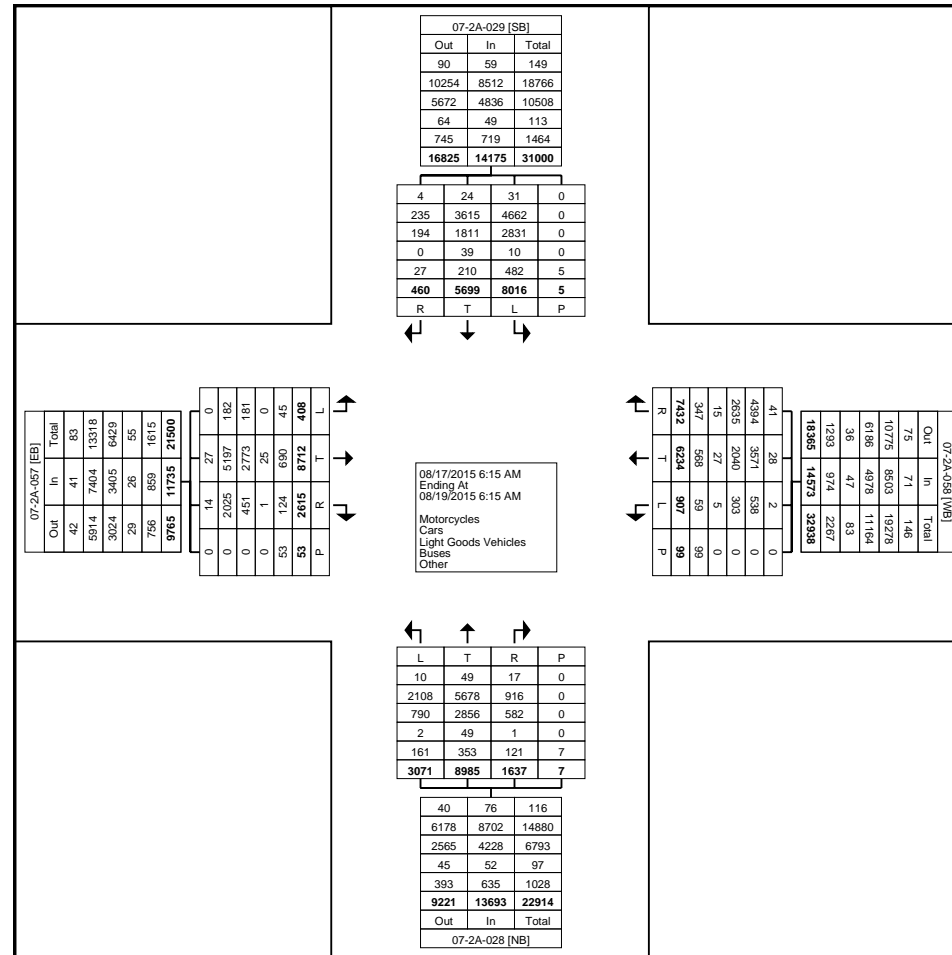
Hourly Total	3	13	16	1	32	2	25	8	0	35	9	12	0	0	21	6	22	3	0	31	119
1:00 AM	0	3	3	1	6	0	4	1	1	5	4	3	0	0	7	1	3	0	1	4	22
1:15 AM	0	0	3	0	3	0	3	1	0	4	4	2	0	0	6	1	3	1	0	5	18
1:30 AM	0	2	5	0	7	0	1	2	0	3	4	5	0	0	9	0	6	0	0	6	25
1:45 AM	0	1	3	0	4	0	3	0	0	3	11	15	0	0	26	1	9	2	0	12	45
Hourly Total	0	6	14	1	20	0	11	4	1	15	23	25	0	0	48	3	21	3	1	27	110
2:00 AM	0	0	3	0	3	0	3	0	0	3	2	3	0	0	5	0	3	0	0	3	14
2:15 AM	2	1	2	0	5	0	2	2	0	4	1	3	0	0	4	1	7	1	0	9	22
2:30 AM	1	0	2	0	3	0	1	5	0	6	3	0	0	0	3	1	5	0	0	6	18
2:45 AM	0	1	2	0	3	0	0	0	0	0	3	1	0	0	4	1	3	1	0	5	12
Hourly Total	3	2	9	0	14	0	6	7	0	13	9	7	0	0	16	3	18	2	0	23	66
3:00 AM	0	1	2	0	3	0	4	0	0	4	3	0	0	0	3	3	3	0	0	6	16
3:15 AM	0	0	0	0	0	0	4	2	0	6	1	4	0	0	5	1	6	2	0	9	20
3:30 AM	0	0	8	0	8	0	10	2	0	12	8	1	0	0	9	0	5	3	0	8	37
3:45 AM	0	2	4	0	6	0	4	3	0	7	4	6	0	0	10	0	3	1	0	4	27
Hourly Total	0	3	14	0	17	0	22	7	0	29	16	11	0	0	27	4	17	6	0	27	100
4:00 AM	2	3	0	0	5	1	5	1	0	7	5	1	0	0	6	1	1	1	0	3	21
4:15 AM	0	4	1	0	5	1	4	2	1	7	4	0	1	0	5	2	4	2	0	8	25
4:30 AM	1	3	5	0	9	1	5	2	0	8	8	11	0	0	19	0	4	3	0	7	43
4:45 AM	0	1	7	0	8	2	11	3	0	16	10	6	0	0	16	2	9	1	0	12	52
Hourly Total	3	11	13	0	27	5	25	8	1	38	27	18	1	0	46	5	18	7	0	30	141
5:00 AM	2	9	12	0	23	0	8	4	0	12	11	6	0	0	17	5	8	4	0	17	69
5:15 AM	1	6	18	1	25	0	16	9	0	25	18	5	0	0	23	8	18	5	0	31	104
5:30 AM	1	8	31	6	40	2	34	6	1	42	43	10	2	0	55	4	41	15	0	60	197
5:45 AM	1	18	38	1	57	1	36	6	1	43	27	11	0	0	38	7	24	11	0	42	180
Hourly Total	5	41	99	8	145	3	94	25	2	122	99	32	2	0	133	24	91	35	0	150	550
6:00 AM	2	19	30	1	51	2	34	6	1	42	51	24	1	0	76	10	16	6	0	32	201
6:15 AM	2	22	29	0	53	2	48	9	0	59	74	19	1	0	94	20	39	8	0	67	273
6:30 AM	2	22	52	0	76	3	72	13	0	88	85	29	2	0	116	12	63	9	0	84	364
6:45 AM	4	22	36	0	62	5	46	14	0	65	96	32	5	0	133	14	63	17	0	94	354
Hourly Total	10	85	147	1	242	12	200	42	1	254	306	104	9	0	419	56	181	40	0	277	1192
7:00 AM	3	26	38	0	67	4	84	11	0	99	90	44	4	0	138	16	51	9	0	76	380
7:15 AM	2	30	54	1	86	6	87	15	0	108	94	51	5	0	150	12	47	10	0	69	413
7:30 AM	2	44	72	1	118	4	100	31	0	135	120	58	4	0	182	27	78	18	0	123	558
7:45 AM	5	44	54	0	103	1	81	29	0	111	89	42	3	0	134	17	66	10	0	93	441
Hourly Total	12	144	218	2	374	15	352	86	0	453	393	195	16	0	604	72	242	47	0	361	1792
8:00 AM	2	35	43	0	80	3	45	11	0	59	62	40	1	0	103	20	45	15	0	80	322
8:15 AM	8	33	46	0	87	4	54	8	0	66	51	28	4	0	83	24	50	9	0	83	319
8:30 AM	3	37	48	0	88	6	61	14	0	81	54	50	2	0	106	26	51	7	0	84	359
8:45 AM	5	41	36	0	82	4	43	21	1	68	52	44	5	0	101	18	61	6	0	85	336
Hourly Total	18	146	173	0	337	17	203	54	1	274	219	162	12	0	393	88	207	37	0	332	1336
9:00 AM	3	47	43	0	93	2	45	9	0	56	54	40	4	0	98	16	51	14	0	81	328
9:15 AM	6	48	33	0	87	2	43	17	0	62	31	49	4	0	84	22	50	8	0	80	313
9:30 AM	2	37	38	1	77	3	62	25	0	90	54	26	3	0	83	25	37	19	0	81	331
9:45 AM	3	53	42	0	98	2	52	16	0	70	48	37	3	0	88	17	48	17	0	82	338
Hourly Total	14	185	156	1	355	9	202	67	0	278	187	152	14	0	353	80	186	58	0	324	1310
10:00 AM	3	48	32	0	83	0	56	13	0	69	55	33	5	0	93	22	57	8	0	87	332
10:15 AM	10	59	27	0	96	5	66	19	0	90	39	35	1	0	75	24	47	10	0	81	342
10:30 AM	11	49	47	1	107	3	60	15	0	78	55	34	2	0	91	22	67	10	0	99	375
10:45 AM	9	53	62	0	124	4	80	23	0	107	54	35	3	0	92	30	60	16	0	106	429
Hourly Total	33	209	168	1	410	12	262	70	0	344	203	137	11	0	351	98	231	44	0	373	1478
11:00 AM	13	39	65	0	117	4	72	21	0	97	52	45	0	0	97	30	76	12	0	118	429

11:15 AM	14	67	48	1	129	2	71	24	1	97	74	58	5	0	137	22	64	12	0	98	461
11:30 AM	9	52	52	0	113	4	77	22	0	103	62	48	6	0	116	36	82	17	0	135	467
11:45 AM	12	59	57	0	128	7	58	24	0	89	69	68	3	0	140	41	64	20	0	125	482
Hourly Total	48	217	222	1	487	17	278	91	1	386	257	219	14	0	490	129	286	61	0	476	1839
12:00 PM	11	40	53	2	104	4	79	19	0	102	56	59	2	0	117	42	90	19	0	151	474
12:15 PM	14	49	58	2	121	3	83	23	0	109	49	51	3	0	103	29	75	18	0	122	455
12:30 PM	6	68	73	0	147	4	67	28	0	99	77	58	7	0	142	36	83	7	0	126	514
12:45 PM	16	45	71	2	132	0	71	28	0	99	57	58	1	0	116	23	78	18	0	119	466
Hourly Total	47	202	255	6	504	11	300	98	0	409	239	226	13	0	478	130	326	62	0	518	1909
1:00 PM	10	58	72	2	140	6	82	28	0	116	70	45	6	0	121	18	79	16	1	113	490
1:15 PM	10	55	48	0	113	1	57	24	0	82	58	64	5	0	127	39	71	24	0	134	456
1:30 PM	11	48	63	0	122	4	76	17	0	97	65	44	5	0	114	23	74	12	0	109	442
1:45 PM	10	45	53	1	108	3	80	20	0	103	60	49	8	0	117	26	63	14	0	103	431
Hourly Total	41	206	236	3	483	14	295	89	0	398	253	202	24	0	479	106	287	66	1	459	1819
2:00 PM	4	75	53	0	132	3	85	26	0	114	63	39	6	0	108	27	79	19	0	125	479
2:15 PM	10	65	69	0	144	7	82	29	0	118	53	39	6	0	98	28	72	16	0	116	476
2:30 PM	8	69	75	0	152	3	75	32	0	110	54	43	5	0	102	28	92	12	0	132	496
2:45 PM	7	63	75	1	145	6	70	25	0	101	65	42	7	0	114	27	74	12	0	113	473
Hourly Total	29	272	272	1	573	19	312	112	0	443	235	163	24	0	422	110	317	59	0	486	1924
3:00 PM	15	58	68	0	141	1	63	20	0	84	69	54	3	0	126	37	107	10	0	154	505
3:15 PM	6	66	78	0	150	5	75	22	0	102	66	58	5	0	129	25	83	16	0	124	505
3:30 PM	12	64	75	0	151	3	62	22	0	87	62	48	4	0	114	30	93	13	0	136	488
3:45 PM	6	80	72	0	158	4	66	22	0	92	78	54	4	0	136	33	85	17	0	135	521
Hourly Total	39	268	293	0	600	13	266	86	0	365	275	214	16	0	505	125	368	56	0	549	2019
4:00 PM	12	61	90	0	163	3	95	31	0	129	58	49	0	0	107	28	109	21	0	158	557
4:15 PM	13	74	94	0	181	4	70	22	0	96	86	60	9	0	155	36	98	12	0	146	578
4:30 PM	15	82	100	1	197	4	98	22	0	124	84	53	5	0	142	40	119	17	0	176	639
4:45 PM	12	93	113	1	218	4	88	32	1	124	94	57	6	0	157	37	96	17	0	150	649
Hourly Total	52	310	397	2	759	15	351	107	1	473	322	219	20	0	561	141	422	67	0	630	2423
5:00 PM	8	89	128	2	225	6	84	22	0	112	105	70	10	1	185	49	140	11	0	200	722
5:15 PM	7	76	97	7	180	7	84	24	0	115	84	44	6	0	134	36	118	13	0	167	596
5:30 PM	5	60	74	0	139	4	100	21	1	125	87	75	6	0	168	35	83	21	0	139	571
5:45 PM	4	49	60	0	113	2	72	25	1	99	74	43	5	0	122	33	81	8	0	122	456
Hourly Total	24	274	359	9	657	19	340	92	2	451	350	232	27	1	609	153	422	53	0	628	2345
6:00 PM	7	44	51	2	102	3	83	22	0	108	54	52	3	0	109	15	71	11	0	97	416
6:15 PM	5	32	43	0	80	5	59	21	0	85	57	34	2	0	93	13	77	9	0	99	357
6:30 PM	4	32	52	0	88	4	74	18	0	96	62	23	4	0	89	21	55	11	0	87	360
6:45 PM	6	30	49	0	85	0	64	15	0	79	39	37	0	0	76	19	45	12	0	76	316
Hourly Total	22	138	195	2	355	12	280	76	0	368	212	146	9	0	367	68	248	43	0	359	1449
7:00 PM	6	37	44	1	87	1	56	13	0	70	39	20	2	0	61	19	66	17	0	102	320
7:15 PM	6	34	25	1	65	3	54	8	0	65	37	40	2	0	79	11	45	6	0	62	271
7:30 PM	5	25	45	0	75	1	60	9	0	70	35	41	3	0	79	7	42	8	0	57	281
7:45 PM	6	32	39	0	77	2	42	12	1	56	35	33	2	0	70	10	44	8	0	62	265
Hourly Total	23	128	153	2	304	7	212	42	1	261	146	134	9	0	289	47	197	39	0	283	1137
8:00 PM	3	22	52	0	77	1	43	16	0	60	28	29	2	0	59	12	45	6	0	63	259
8:15 PM	4	30	29	0	63	4	40	12	0	56	24	42	3	0	69	7	53	2	0	62	250
8:30 PM	8	31	33	0	72	1	37	6	3	44	35	24	4	0	63	9	45	9	0	63	242
8:45 PM	5	32	35	0	72	0	33	13	1	46	44	22	2	0	68	5	52	2	0	59	245
Hourly Total	20	115	149	0	284	6	153	47	4	206	131	117	11	0	259	33	195	19	0	247	996
9:00 PM	7	35	60	0	102	1	33	12	0	46	23	20	1	0	44	10	45	5	0	60	252
9:15 PM	4	43	41	0	88	1	27	11	0	39	36	23	1	0	60	5	29	5	0	39	226
9:30 PM	3	43	44	1	90	0	15	7	0	22	21	20	0	0	41	7	30	5	0	42	195

9:45 PM	0	13	17	0	30	2	24	9	0	35	16	16	2	0	34	10	19	4	0	33	132
Hourly Total	14	134	162	1	310	4	99	39	0	142	96	79	4	0	179	32	123	19	0	174	805
10:00 PM	0	19	23	0	42	0	30	6	3	36	17	15	0	0	32	4	26	2	0	32	142
10:15 PM	2	10	19	1	31	0	14	4	1	18	26	11	0	0	37	4	24	5	0	33	119
10:30 PM	0	6	15	0	21	0	22	4	0	26	10	10	1	0	21	4	20	1	0	25	93
10:45 PM	0	7	11	0	18	3	10	10	1	23	14	6	1	0	21	4	11	3	0	18	80
Hourly Total	2	42	68	1	112	3	76	24	5	103	67	42	2	0	111	16	81	11	0	108	434
11:00 PM	0	6	11	0	17	1	6	9	1	16	8	9	0	0	17	1	14	3	0	18	68
11:15 PM	0	0	6	0	6	1	10	10	0	21	5	10	0	0	15	3	11	4	0	18	60
11:30 PM	1	3	8	0	12	0	8	2	0	10	7	8	1	0	16	0	10	6	0	16	54
11:45 PM	1	5	4	0	10	0	3	2	0	5	2	5	1	0	8	2	17	2	0	21	44
Hourly Total	2	14	29	0	45	2	27	23	1	52	22	32	2	0	56	6	52	15	0	73	226
12:00 AM	0	7	7	0	14	0	4	2	0	6	9	4	0	0	13	9	9	0	0	18	51
12:15 AM	0	2	5	0	7	0	4	3	0	7	4	4	0	0	8	2	5	1	0	8	30
12:30 AM	1	5	4	0	10	0	7	2	0	9	2	4	0	0	6	3	7	0	0	10	35
12:45 AM	0	1	6	0	7	0	7	5	0	12	5	3	0	0	8	1	5	0	0	6	33
Hourly Total	1	15	22	0	38	0	22	12	0	34	20	15	0	0	35	15	26	1	0	42	149
1:00 AM	3	2	3	0	8	0	6	3	0	9	1	2	0	0	3	1	9	1	0	11	31
1:15 AM	0	1	6	0	7	0	2	2	0	4	4	6	0	0	10	1	3	1	0	5	26
1:30 AM	0	3	4	0	7	0	5	1	0	6	5	6	0	0	11	1	9	1	0	11	35
1:45 AM	0	0	4	0	4	1	2	5	0	8	11	15	0	0	26	3	4	1	0	8	46
Hourly Total	3	6	17	0	26	1	15	11	0	27	21	29	0	0	50	6	25	4	0	35	138
2:00 AM	1	2	4	0	7	0	4	2	0	6	1	0	0	0	1	2	3	0	0	5	19
2:15 AM	1	4	1	0	6	0	1	3	0	4	1	6	0	0	7	2	5	2	0	9	26
2:30 AM	0	1	0	0	1	0	2	2	0	4	2	3	0	0	5	1	4	0	0	5	15
2:45 AM	0	2	5	0	7	0	4	0	0	4	1	3	0	0	4	0	2	1	0	3	18
Hourly Total	2	9	10	0	21	0	11	7	0	18	5	12	0	0	17	5	14	3	0	22	78
3:00 AM	0	0	0	0	0	0	5	0	0	5	1	3	0	0	4	1	3	0	0	4	13
3:15 AM	0	4	1	0	5	0	0	2	0	2	2	3	0	0	5	2	3	2	0	7	19
3:30 AM	0	1	3	0	4	0	7	2	0	9	7	4	0	0	11	0	7	3	0	10	34
3:45 AM	0	0	6	0	6	0	6	2	1	8	7	6	1	0	14	0	3	0	0	3	31
Hourly Total	0	5	10	0	15	0	18	6	1	24	17	16	1	0	34	3	16	5	0	24	97
4:00 AM	0	5	6	0	11	0	3	0	0	3	5	3	1	0	9	0	4	1	0	5	28
4:15 AM	0	1	1	0	2	0	8	2	0	10	5	1	0	0	6	2	5	0	0	7	25
4:30 AM	2	3	7	0	12	1	10	1	0	12	9	9	0	0	18	1	9	1	0	11	53
4:45 AM	0	4	10	0	14	1	10	2	0	13	9	5	0	0	14	3	2	2	0	7	48
Hourly Total	2	13	24	0	39	2	31	5	0	38	28	18	1	0	47	6	20	4	0	30	154
5:00 AM	1	5	14	0	20	0	15	6	0	21	10	6	0	0	16	3	10	3	0	16	73
5:15 AM	2	7	17	1	26	1	20	11	0	32	24	7	0	0	31	6	19	9	0	34	123
5:30 AM	2	10	45	4	57	1	41	3	2	45	46	9	0	0	55	11	39	12	0	62	219
5:45 AM	1	26	35	2	62	1	29	5	2	35	27	8	0	0	35	11	16	9	0	36	168
Hourly Total	6	48	111	7	165	3	105	25	4	133	107	30	0	0	137	31	84	33	0	148	583
6:00 AM	1	15	24	0	40	3	38	6	0	47	54	17	0	0	71	4	32	1	0	37	195
Grand Total	907	6234	7432	99	14573	408	8712	2615	53	11735	8016	5699	460	5	14175	3071	8985	1637	7	13693	54176
Approach %	6.2	42.8	51.0	-	-	3.5	74.2	22.3	-	-	56.6	40.2	3.2	-	-	22.4	65.6	12.0	-	-	-
Total %	1.7	11.5	13.7	-	26.9	0.8	16.1	4.8	-	21.7	14.8	10.5	0.8	-	26.2	5.7	16.6	3.0	-	25.3	-
Motorcycles	2	28	41	-	71	0	27	14	-	41	31	24	4	-	59	10	49	17	-	76	247
% Motorcycles	0.2	0.4	0.6	-	0.5	0.0	0.3	0.5	-	0.3	0.4	0.4	0.9	-	0.4	0.3	0.5	1.0	-	0.6	0.5
Cars	538	3571	4394	-	8503	182	5197	2025	-	7404	4662	3615	235	-	8512	2108	5678	916	-	8702	33121
% Cars	59.3	57.3	59.1	-	58.3	44.6	59.7	77.4	-	63.1	58.2	63.4	51.1	-	60.0	68.6	63.2	56.0	-	63.6	61.1
Light Goods Vehicles	303	2040	2635	-	4978	181	2773	451	-	3405	2831	1811	194	-	4836	790	2856	582	-	4228	17447

% Light Goods Vehicles	33.4	32.7	35.5	-	34.2	44.4	31.8	17.2	-	29.0	35.3	31.8	42.2	-	34.1	25.7	31.8	35.6	-	30.9	32.2
Buses	5	27	15	-	47	0	25	1	-	26	10	39	0	-	49	2	49	1	-	52	174
% Buses	0.6	0.4	0.2	-	0.3	0.0	0.3	0.0	-	0.2	0.1	0.7	0.0	-	0.3	0.1	0.5	0.1	-	0.4	0.3
Single-Unit Trucks	29	241	153	-	423	23	346	71	-	440	282	151	25	-	458	87	280	75	-	442	1763
% Single-Unit Trucks	3.2	3.9	2.1	-	2.9	5.6	4.0	2.7	-	3.7	3.5	2.6	5.4	-	3.2	2.8	3.1	4.6	-	3.2	3.3
Articulated Trucks	30	327	193	-	550	22	342	52	-	416	200	52	2	-	254	74	68	45	-	187	1407
% Articulated Trucks	3.3	5.2	2.6	-	3.8	5.4	3.9	2.0	-	3.5	2.5	0.9	0.4	-	1.8	2.4	0.8	2.7	-	1.4	2.6
Bicycles on Road	0	0	1	-	1	0	2	1	-	3	0	7	0	-	7	0	5	1	-	6	17
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.0	0.0	0.1	0.1	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	9	-	-	-	-	8	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	9.1	-	-	-	-	15.1	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	90	-	-	-	-	45	-	-	-	-	5	-	-	-	-	7	-	-
% Pedestrians	-	-	-	90.9	-	-	-	-	84.9	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Location: 47.519454131055, -
 111.281587779522



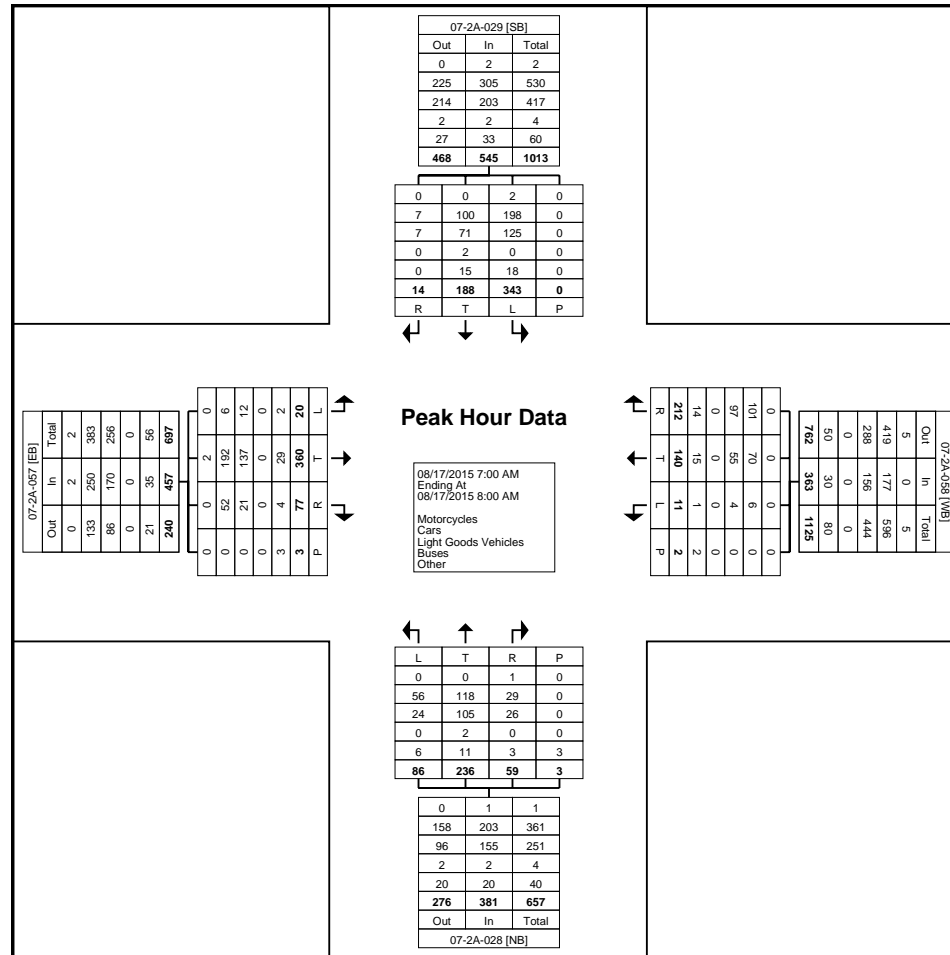
Turning Movement Data Plot

Location: 47.519454131055, -
111.281587779522

Turning Movement Peak Hour Data (7:00 AM)

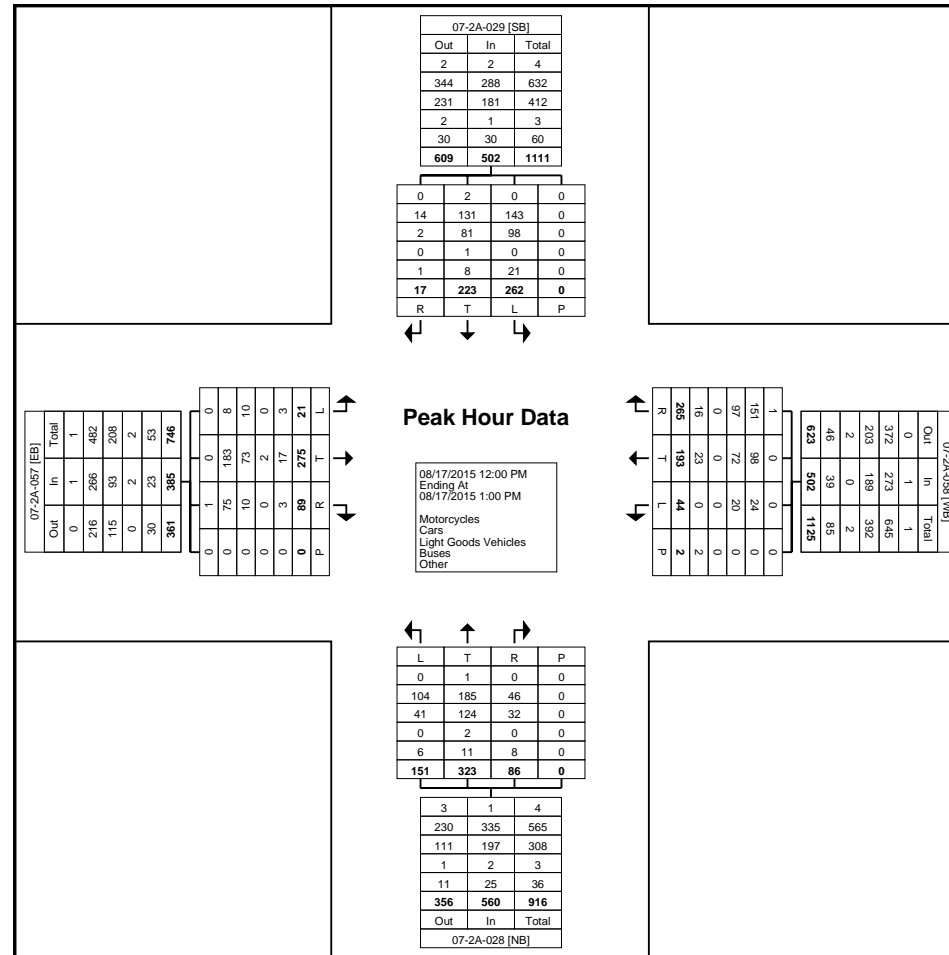
Start Time	07-2A-058 Westbound					07-2A-057 Eastbound					07-2A-029 Southbound					07-2A-028 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	4	21	35	0	60	4	90	13	0	107	85	37	5	0	127	18	41	13	0	72	366
7:15 AM	1	32	47	1	80	6	84	19	0	109	84	47	1	0	132	16	51	13	2	80	401
7:30 AM	2	46	76	1	124	5	90	18	3	113	114	66	6	0	186	33	86	16	1	135	558
7:45 AM	4	41	54	0	99	5	96	27	0	128	60	38	2	0	100	19	58	17	0	94	421
Total	11	140	212	2	363	20	360	77	3	457	343	188	14	0	545	86	236	59	3	381	1746
Approach %	3.0	38.6	58.4	-	-	4.4	78.8	16.8	-	-	62.9	34.5	2.6	-	-	22.6	61.9	15.5	-	-	-
Total %	0.6	8.0	12.1	-	20.8	1.1	20.6	4.4	-	26.2	19.6	10.8	0.8	-	31.2	4.9	13.5	3.4	-	21.8	-
PHF	0.688	0.761	0.697	-	0.732	0.833	0.938	0.713	-	0.893	0.752	0.712	0.583	-	0.733	0.652	0.686	0.868	-	0.706	0.782
Motorcycles	0	0	0	-	0	0	2	0	-	2	2	0	0	-	2	0	0	1	-	1	5
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.4	0.6	0.0	0.0	-	0.4	0.0	0.0	1.7	-	0.3	0.3
Cars	6	70	101	-	177	6	192	52	-	250	198	100	7	-	305	56	118	29	-	203	935
% Cars	54.5	50.0	47.6	-	48.8	30.0	53.3	67.5	-	54.7	57.7	53.2	50.0	-	56.0	65.1	50.0	49.2	-	53.3	53.6
Light Goods Vehicles	4	55	97	-	156	12	137	21	-	170	125	71	7	-	203	24	105	26	-	155	684
% Light Goods Vehicles	36.4	39.3	45.8	-	43.0	60.0	38.1	27.3	-	37.2	36.4	37.8	50.0	-	37.2	27.9	44.5	44.1	-	40.7	39.2
Buses	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	0	2	0	-	2	4
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	-	0.4	0.0	0.8	0.0	-	0.5	0.2
Single-Unit Trucks	1	3	5	-	9	1	13	3	-	17	14	14	0	-	28	3	9	3	-	15	69
% Single-Unit Trucks	9.1	2.1	2.4	-	2.5	5.0	3.6	3.9	-	3.7	4.1	7.4	0.0	-	5.1	3.5	3.8	5.1	-	3.9	4.0
Articulated Trucks	0	12	9	-	21	1	16	1	-	18	4	1	0	-	5	3	2	0	-	5	49
% Articulated Trucks	0.0	8.6	4.2	-	5.8	5.0	4.4	1.3	-	3.9	1.2	0.5	0.0	-	0.9	3.5	0.8	0.0	-	1.3	2.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	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
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	50.0	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	3	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	50.0	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Location: 47.519454131055, -
 111.281587779522



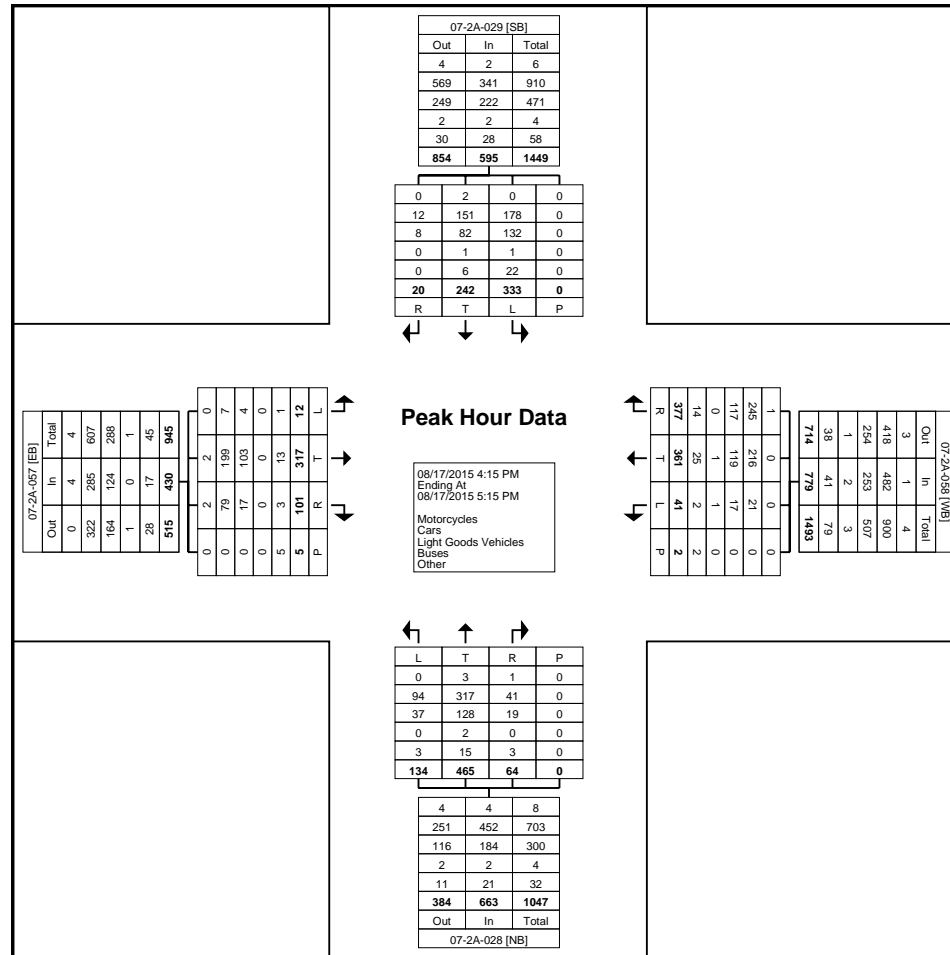
Turning Movement Peak Hour Data Plot (7:00 AM)

Location: 47.519454131055, -
 111.281587779522



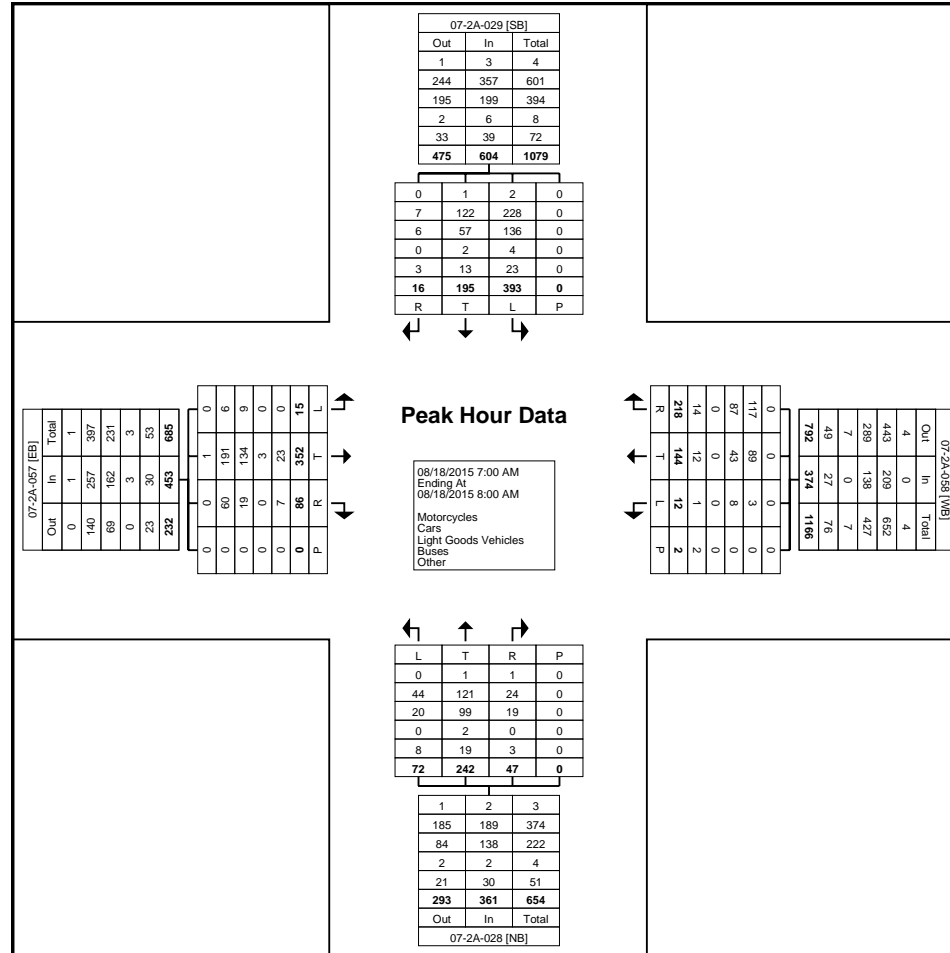
Turning Movement Peak Hour Data Plot (12:00 PM)

Location: 47.519454131055, -
111.281587779522



Turning Movement Peak Hour Data Plot (4:15 PM)

Location: 47.519454131055, -
111.281587779522



Turning Movement Peak Hour Data Plot (7:00 AM)

Location: 47.519454131055, -
111.281587779522

Turning Movement Peak Hour Data (12:30 PM)

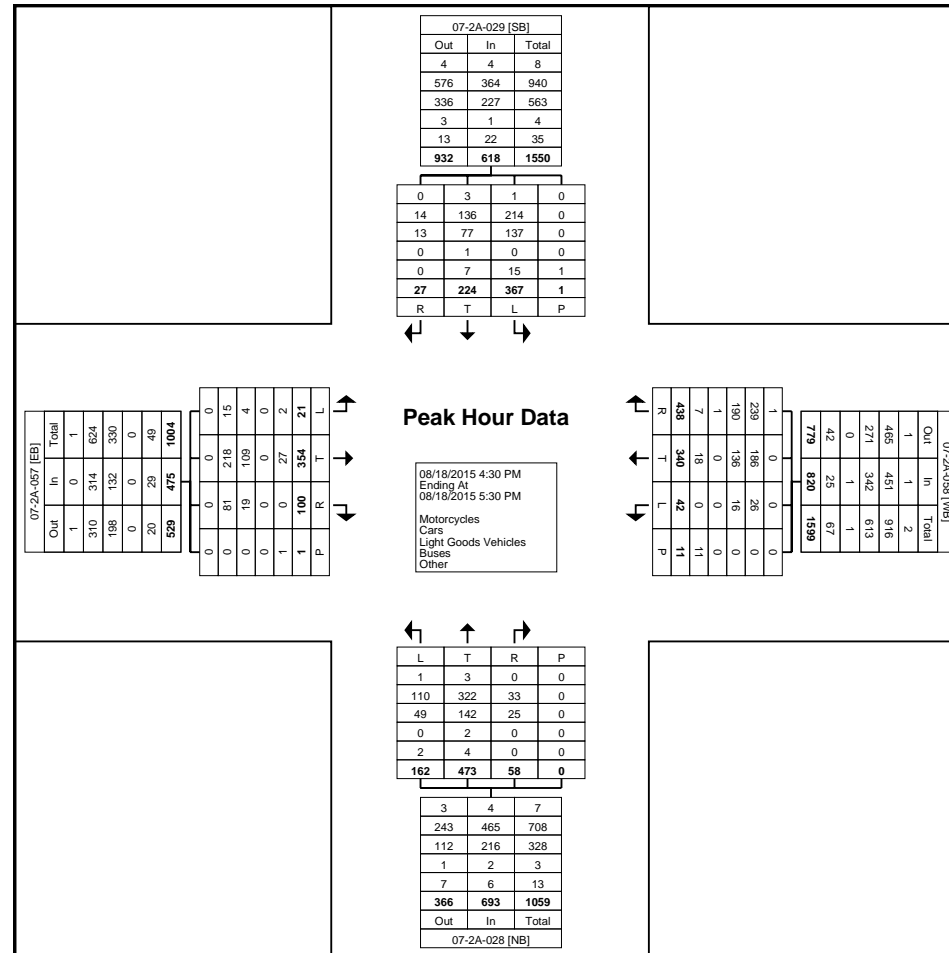
Start Time	07-2A-058 Westbound					07-2A-057 Eastbound					07-2A-029 Southbound					07-2A-028 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	6	68	73	0	147	4	67	28	0	99	77	58	7	0	142	36	83	7	0	126	514
12:45 PM	16	45	71	2	132	0	71	28	0	99	57	58	1	0	116	23	78	18	0	119	466
1:00 PM	10	58	72	2	140	6	82	28	0	116	70	45	6	0	121	18	79	16	1	113	490
1:15 PM	10	55	48	0	113	1	57	24	0	82	58	64	5	0	127	39	71	24	0	134	456
Total	42	226	264	4	532	11	277	108	0	396	262	225	19	0	506	116	311	65	1	492	1926
Approach %	7.9	42.5	49.6	-	-	2.8	69.9	27.3	-	-	51.8	44.5	3.8	-	-	23.6	63.2	13.2	-	-	-
Total %	2.2	11.7	13.7	-	27.6	0.6	14.4	5.6	-	20.6	13.6	11.7	1.0	-	26.3	6.0	16.1	3.4	-	25.5	-
PHF	0.656	0.831	0.904	-	0.905	0.458	0.845	0.964	-	0.853	0.851	0.879	0.679	-	0.891	0.744	0.937	0.677	-	0.918	0.937
Motorcycles	0	2	1	-	3	0	0	0	-	0	1	0	0	-	1	1	0	1	-	2	6
% Motorcycles	0.0	0.9	0.4	-	0.6	0.0	0.0	0.0	-	0.0	0.4	0.0	0.0	-	0.2	0.9	0.0	1.5	-	0.4	0.3
Cars	21	125	154	-	300	5	156	87	-	248	166	149	7	-	322	82	181	43	-	306	1176
% Cars	50.0	55.3	58.3	-	56.4	45.5	56.3	80.6	-	62.6	63.4	66.2	36.8	-	63.6	70.7	58.2	66.2	-	62.2	61.1
Light Goods Vehicles	18	75	92	-	185	6	84	16	-	106	80	66	10	-	156	28	108	16	-	152	599
% Light Goods Vehicles	42.9	33.2	34.8	-	34.8	54.5	30.3	14.8	-	26.8	30.5	29.3	52.6	-	30.8	24.1	34.7	24.6	-	30.9	31.1
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	0	2	0	-	2	3
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.2	0.0	0.6	0.0	-	0.4	0.2
Single-Unit Trucks	2	7	7	-	16	0	18	4	-	22	9	8	2	-	19	4	17	3	-	24	81
% Single-Unit Trucks	4.8	3.1	2.7	-	3.0	0.0	6.5	3.7	-	5.6	3.4	3.6	10.5	-	3.8	3.4	5.5	4.6	-	4.9	4.2
Articulated Trucks	1	17	10	-	28	0	19	1	-	20	6	1	0	-	7	1	3	2	-	6	61
% Articulated Trucks	2.4	7.5	3.8	-	5.3	0.0	6.9	0.9	-	5.1	2.3	0.4	0.0	-	1.4	0.9	1.0	3.1	-	1.2	3.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Location: 47.519454131055, -
111.281587779522

Turning Movement Peak Hour Data (4:30 PM)

Start Time	07-2A-058 Westbound					07-2A-057 Eastbound					07-2A-029 Southbound					07-2A-028 Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:30 PM	15	82	100	1	197	4	98	22	0	124	84	53	5	0	142	40	119	17	0	176	639
4:45 PM	12	93	113	1	218	4	88	32	1	124	94	57	6	0	157	37	96	17	0	150	649
5:00 PM	8	89	128	2	225	6	84	22	0	112	105	70	10	1	185	49	140	11	0	200	722
5:15 PM	7	76	97	7	180	7	84	24	0	115	84	44	6	0	134	36	118	13	0	167	596
Total	42	340	438	11	820	21	354	100	1	475	367	224	27	1	618	162	473	58	0	693	2606
Approach %	5.1	41.5	53.4	-	-	4.4	74.5	21.1	-	-	59.4	36.2	4.4	-	-	23.4	68.3	8.4	-	-	-
Total %	1.6	13.0	16.8	-	31.5	0.8	13.6	3.8	-	18.2	14.1	8.6	1.0	-	23.7	6.2	18.2	2.2	-	26.6	-
PHF	0.700	0.914	0.855	-	0.911	0.750	0.903	0.781	-	0.958	0.874	0.800	0.675	-	0.835	0.827	0.845	0.853	-	0.866	0.902
Motorcycles	0	0	1	-	1	0	0	0	-	0	1	3	0	-	4	1	3	0	-	4	9
% Motorcycles	0.0	0.0	0.2	-	0.1	0.0	0.0	0.0	-	0.0	0.3	1.3	0.0	-	0.6	0.6	0.6	0.0	-	0.6	0.3
Cars	26	186	239	-	451	15	218	81	-	314	214	136	14	-	364	110	322	33	-	465	1594
% Cars	61.9	54.7	54.6	-	55.0	71.4	61.6	81.0	-	66.1	58.3	60.7	51.9	-	58.9	67.9	68.1	56.9	-	67.1	61.2
Light Goods Vehicles	16	136	190	-	342	4	109	19	-	132	137	77	13	-	227	49	142	25	-	216	917
% Light Goods Vehicles	38.1	40.0	43.4	-	41.7	19.0	30.8	19.0	-	27.8	37.3	34.4	48.1	-	36.7	30.2	30.0	43.1	-	31.2	35.2
Buses	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	0	2	0	-	2	4
% Buses	0.0	0.0	0.2	-	0.1	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.2	0.0	0.4	0.0	-	0.3	0.2
Single-Unit Trucks	0	7	2	-	9	1	15	0	-	16	8	4	0	-	12	1	4	0	-	5	42
% Single-Unit Trucks	0.0	2.1	0.5	-	1.1	4.8	4.2	0.0	-	3.4	2.2	1.8	0.0	-	1.9	0.6	0.8	0.0	-	0.7	1.6
Articulated Trucks	0	11	4	-	15	1	12	0	-	13	7	0	0	-	7	1	0	0	-	1	36
% Articulated Trucks	0.0	3.2	0.9	-	1.8	4.8	3.4	0.0	-	2.7	1.9	0.0	0.0	-	1.1	0.6	0.0	0.0	-	0.1	1.4
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	4
% Bicycles on Road	0.0	0.0	0.2	-	0.1	0.0	0.0	0.0	-	0.0	0.0	1.3	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	9.1	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	10	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	90.9	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Location: 47.519454131055, -
 111.281587779522



Turning Movement Peak Hour Data Plot (4:30 PM)

Location: 47.519454131055, -
111.281587779522

Montana Department of Transportation
2701 Prospect

Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River
Drive/15th_(Cascade)
Site Code:
Start Date: 08/17/2015
Page No: 20

Montana Department of Transportation
2701 Prospect

Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River_25th (Cascade)
Site Code:
Start Date: 09/21/2015
Page No: 1

Location: 47.5168588339782, -
111.264231204987

Turning Movement Data

Start Time	07-2A-059 Westbound			07-2A-058 Eastbound			07-2A-120 Northbound			Int. Total	
	Left	Thru	App. Total	Left	Thru	Right	App. Total	Left	Right		App. Total
	7:00 AM	1	46	47	0	127	51	178	17		13
7:15 AM	3	82	85	0	121	52	173	21	4	25	283
7:30 AM	7	98	105	0	141	76	217	19	10	29	351
7:45 AM	8	115	123	0	151	76	227	21	13	34	384
Hourly Total	19	341	360	0	540	255	795	78	40	118	1273
8:00 AM	9	84	93	0	84	61	145	24	8	32	270
8:15 AM	5	85	90	0	76	56	132	17	5	22	244
8:30 AM	6	71	77	0	78	52	130	25	10	35	242
8:45 AM	7	56	63	0	85	56	141	21	8	29	233
Hourly Total	27	296	323	0	323	225	548	87	31	118	989
9:00 AM	4	41	45	0	63	32	95	23	3	26	166
9:15 AM	7	68	75	0	74	39	113	18	5	23	211
9:30 AM	7	77	84	0	54	30	84	17	4	21	189
9:45 AM	7	70	77	0	79	42	121	14	4	18	216
Hourly Total	25	256	281	0	270	143	413	72	16	88	782
10:00 AM	7	75	82	0	56	47	103	27	4	31	216
10:15 AM	7	63	70	0	79	41	120	23	5	28	218
10:30 AM	8	66	74	0	71	33	104	21	7	28	206
10:45 AM	3	78	81	0	65	42	107	24	6	30	218
Hourly Total	25	282	307	0	271	163	434	95	22	117	858
11:00 AM	8	81	89	0	76	42	118	18	5	23	230
11:15 AM	10	76	86	0	74	42	116	21	5	26	228
11:30 AM	6	86	92	0	73	48	121	19	2	21	234
11:45 AM	8	90	98	0	82	37	119	27	11	38	255
Hourly Total	32	333	365	0	305	169	474	85	23	108	947
12:00 PM	16	80	96	0	94	41	135	22	12	34	265
12:15 PM	5	69	74	0	78	61	139	31	8	39	252
12:30 PM	8	65	73	0	113	51	164	25	14	39	276
12:45 PM	5	84	89	0	97	73	170	24	22	46	305
Hourly Total	34	298	332	0	382	226	608	102	56	158	1098
1:00 PM	6	88	94	0	86	45	131	23	12	35	260
1:15 PM	10	63	73	0	94	57	151	27	4	31	255
1:30 PM	10	77	87	0	98	52	150	32	7	39	276
1:45 PM	6	80	86	0	108	38	146	25	5	30	262
Hourly Total	32	308	340	0	386	192	578	107	28	135	1053
2:00 PM	7	84	91	0	90	45	135	19	11	30	256
2:15 PM	9	67	76	0	95	47	142	18	5	23	241
2:30 PM	12	129	141	0	101	44	145	28	8	36	322
2:45 PM	10	109	119	0	99	41	140	23	1	24	283
Hourly Total	38	389	427	0	385	177	562	88	25	113	1102
3:00 PM	11	115	126	0	109	55	164	38	6	44	334

3:15 PM	12	83	95	0	83	61	144	27	7	34	273
3:30 PM	14	123	137	0	114	64	178	29	14	43	358
3:45 PM	9	93	102	0	91	76	167	38	6	44	313
Hourly Total	46	414	460	0	397	256	653	132	33	165	1278
4:00 PM	8	137	145	0	94	55	149	34	8	42	336
4:15 PM	12	141	153	0	108	56	164	24	9	33	350
4:30 PM	18	162	180	0	102	46	148	24	7	31	359
4:45 PM	11	162	173	0	106	55	161	29	7	36	370
Hourly Total	49	602	651	0	410	212	622	111	31	142	1415
5:00 PM	16	188	204	0	152	71	223	31	12	43	470
5:15 PM	9	137	146	0	127	84	211	31	5	36	393
5:30 PM	9	138	147	0	111	58	169	35	5	40	356
5:45 PM	8	116	124	0	95	70	165	26	7	33	322
Hourly Total	42	579	621	0	485	283	768	123	29	152	1541
6:00 PM	10	78	88	0	98	53	151	30	3	33	272
6:15 PM	3	78	81	0	68	45	113	18	7	25	219
6:30 PM	3	64	67	0	114	50	164	17	4	21	252
6:45 PM	2	69	71	0	66	32	98	30	6	36	205
Hourly Total	18	289	307	0	346	180	526	95	20	115	948
7:00 PM	6	70	76	0	56	22	78	25	1	26	180
7:15 PM	2	64	66	0	49	34	83	20	0	20	169
7:30 PM	2	43	45	0	54	20	74	22	2	24	143
7:45 PM	6	51	57	0	51	31	82	22	1	23	162
Hourly Total	16	228	244	0	210	107	317	89	4	93	654
8:00 PM	3	38	41	0	30	23	53	17	1	18	112
8:15 PM	0	32	32	0	46	22	68	11	0	11	111
8:30 PM	0	21	21	0	27	13	40	7	1	8	69
8:45 PM	2	30	32	0	36	17	53	7	1	8	93
Hourly Total	5	121	126	0	139	75	214	42	3	45	385
9:00 PM	3	49	52	0	30	14	44	9	1	10	106
9:15 PM	4	27	31	0	19	13	32	4	0	4	67
9:30 PM	0	19	19	0	27	16	43	4	0	4	66
9:45 PM	1	11	12	0	16	8	24	5	0	5	41
Hourly Total	8	106	114	0	92	51	143	22	1	23	280
10:00 PM	2	19	21	0	24	7	31	4	1	5	57
10:15 PM	1	10	11	0	15	4	19	5	0	5	35
10:30 PM	2	11	13	0	11	6	17	5	0	5	35
10:45 PM	0	6	6	0	9	6	15	4	0	4	25
Hourly Total	5	46	51	0	59	23	82	18	1	19	152
11:00 PM	1	13	14	0	3	8	11	8	0	8	33
11:15 PM	0	6	6	0	13	6	19	1	0	1	26
11:30 PM	3	7	10	0	5	3	8	5	0	5	23
11:45 PM	0	4	4	0	9	4	13	3	1	4	21
Hourly Total	4	30	34	0	30	21	51	17	1	18	103
12:00 AM	0	6	6	0	5	2	7	2	0	2	15
12:15 AM	0	5	5	0	3	4	7	2	1	3	15
12:30 AM	0	2	2	0	2	4	6	1	0	1	9
12:45 AM	0	4	4	0	4	0	4	2	0	2	10
Hourly Total	0	17	17	0	14	10	24	7	1	8	49
1:00 AM	1	2	3	0	4	2	6	0	0	0	9
1:15 AM	1	0	1	0	2	2	4	0	0	0	5
1:30 AM	0	3	3	0	3	2	5	2	0	2	10

1:45 AM	0	2	2	0	3	4	7	0	0	0	9
Hourly Total	2	7	9	0	12	10	22	2	0	2	33
2:00 AM	2	0	2	0	5	5	10	0	0	0	12
2:15 AM	0	1	1	0	0	1	1	1	0	1	3
2:30 AM	0	2	2	0	2	3	5	0	1	1	8
2:45 AM	0	4	4	0	2	2	4	0	0	0	8
Hourly Total	2	7	9	0	9	11	20	1	1	2	31
3:00 AM	0	3	3	0	1	1	2	0	0	0	5
3:15 AM	0	1	1	0	2	1	3	1	0	1	5
3:30 AM	0	1	1	0	8	2	10	2	0	2	13
3:45 AM	0	2	2	0	7	1	8	4	0	4	14
Hourly Total	0	7	7	0	18	5	23	7	0	7	37
4:00 AM	0	4	4	0	6	2	8	2	0	2	14
4:15 AM	1	4	5	0	11	1	12	0	0	0	17
4:30 AM	0	7	7	0	17	3	20	6	1	7	34
4:45 AM	0	5	5	0	19	5	24	1	0	1	30
Hourly Total	1	20	21	0	53	11	64	9	1	10	95
5:00 AM	0	8	8	0	18	5	23	7	1	8	39
5:15 AM	1	14	15	0	23	6	29	3	1	4	48
5:30 AM	0	32	32	0	61	7	68	10	2	12	112
5:45 AM	1	41	42	0	69	21	90	8	0	8	140
Hourly Total	2	95	97	0	171	39	210	28	4	32	339
6:00 AM	2	30	32	0	38	12	50	5	4	9	91
6:15 AM	0	39	39	0	74	24	98	14	3	17	154
6:30 AM	0	59	59	0	109	38	147	10	7	17	223
6:45 AM	3	61	64	0	117	46	163	20	11	31	258
Hourly Total	5	189	194	0	338	120	458	49	25	74	726
7:00 AM	1	66	67	0	121	42	163	9	15	24	254
7:15 AM	3	85	88	0	107	64	171	17	6	23	282
7:30 AM	1	120	121	0	143	73	216	21	6	27	364
7:45 AM	8	93	101	0	138	105	243	23	18	41	385
Hourly Total	13	364	377	0	509	284	793	70	45	115	1285
8:00 AM	8	65	73	0	86	53	139	20	6	26	238
8:15 AM	4	78	82	0	86	61	147	22	8	30	259
8:30 AM	5	78	83	0	84	51	135	17	7	24	242
8:45 AM	3	76	79	0	94	44	138	21	5	26	243
Hourly Total	20	297	317	0	350	209	559	80	26	106	982
9:00 AM	4	61	65	0	78	35	113	24	5	29	207
9:15 AM	3	42	45	0	60	38	98	15	6	21	164
9:30 AM	8	63	71	0	65	57	122	24	3	27	220
9:45 AM	6	72	78	0	77	35	112	18	4	22	212
Hourly Total	21	238	259	0	280	165	445	81	18	99	803
10:00 AM	9	57	66	0	58	49	107	15	6	21	194
10:15 AM	0	65	65	0	70	32	102	21	6	27	194
10:30 AM	6	62	68	0	72	42	114	16	6	22	204
10:45 AM	5	82	87	0	63	49	112	22	7	29	228
Hourly Total	20	266	286	0	263	172	435	74	25	99	820
11:00 AM	8	76	84	0	83	42	125	16	6	22	231
11:15 AM	4	91	95	0	59	52	111	32	12	44	250
11:30 AM	11	75	86	0	76	41	117	19	8	27	230
11:45 AM	9	88	97	0	78	42	120	19	5	24	241
Hourly Total	32	330	362	0	296	177	473	86	31	117	952

12:00 PM	23	107	130	0	96	46	142	25	10	35	307
12:15 PM	6	70	76	0	104	44	148	24	7	31	255
12:30 PM	8	80	88	0	106	60	166	24	6	30	284
12:45 PM	10	71	81	0	105	55	160	27	16	43	284
Hourly Total	47	328	375	0	411	205	616	100	39	139	1130
1:00 PM	12	83	95	0	90	57	147	19	8	27	269
1:15 PM	9	71	80	0	89	37	126	24	10	34	240
1:30 PM	8	89	97	0	84	57	141	31	7	38	276
1:45 PM	6	89	95	0	86	58	144	25	3	28	267
Hourly Total	35	332	367	0	349	209	558	99	28	127	1052
2:00 PM	7	75	82	1	71	35	107	18	4	22	211
2:15 PM	9	87	96	0	101	53	154	16	6	22	272
2:30 PM	14	120	134	0	93	39	132	26	5	31	297
2:45 PM	8	91	99	0	89	56	145	29	7	36	280
Hourly Total	38	373	411	1	354	183	538	89	22	111	1060
3:00 PM	7	82	89	0	96	63	159	19	7	26	274
3:15 PM	9	79	88	0	101	50	151	32	3	35	274
3:30 PM	13	121	134	0	117	73	190	28	5	33	357
3:45 PM	13	126	139	0	93	69	162	30	0	30	331
Hourly Total	42	408	450	0	407	255	662	109	15	124	1236
4:00 PM	5	151	156	0	125	62	187	28	4	32	375
4:15 PM	5	105	110	0	101	64	165	30	2	32	307
4:30 PM	9	182	191	0	111	56	167	25	9	34	392
4:45 PM	14	155	169	0	133	68	201	27	7	34	404
Hourly Total	33	593	626	0	470	250	720	110	22	132	1478
5:00 PM	26	168	194	0	158	76	234	28	8	36	464
5:15 PM	7	143	150	0	113	67	180	21	4	25	355
5:30 PM	7	155	162	0	113	63	176	36	5	41	379
5:45 PM	9	115	124	0	104	46	150	30	6	36	310
Hourly Total	49	581	630	0	488	252	740	115	23	138	1508
6:00 PM	7	120	127	0	76	56	132	28	6	34	293
6:15 PM	12	82	94	0	90	58	148	27	3	30	272
6:30 PM	5	76	81	0	83	28	111	21	5	26	218
6:45 PM	4	54	58	0	55	47	102	18	5	23	183
Hourly Total	28	332	360	0	304	189	493	94	19	113	966
7:00 PM	3	50	53	0	56	36	92	22	7	29	174
7:15 PM	6	71	77	0	60	35	95	28	6	34	206
7:30 PM	7	51	58	0	54	20	74	18	0	18	150
7:45 PM	4	53	57	0	50	31	81	14	4	18	156
Hourly Total	20	225	245	0	220	122	342	82	17	99	686
8:00 PM	3	51	54	0	45	29	74	14	2	16	144
8:15 PM	1	22	23	0	49	29	78	17	2	19	120
8:30 PM	1	33	34	0	46	22	68	8	1	9	111
8:45 PM	2	30	32	1	28	19	48	11	0	11	91
Hourly Total	7	136	143	1	168	99	268	50	5	55	466
9:00 PM	3	25	28	0	31	18	49	18	4	22	99
9:15 PM	2	13	15	0	27	15	42	10	1	11	68
9:30 PM	4	23	27	0	16	11	27	6	0	6	60
9:45 PM	0	11	11	0	19	4	23	6	0	6	40
Hourly Total	9	72	81	0	93	48	141	40	5	45	267
10:00 PM	2	19	21	0	14	9	23	1	0	1	45
10:15 PM	1	24	25	0	10	10	20	1	0	1	46

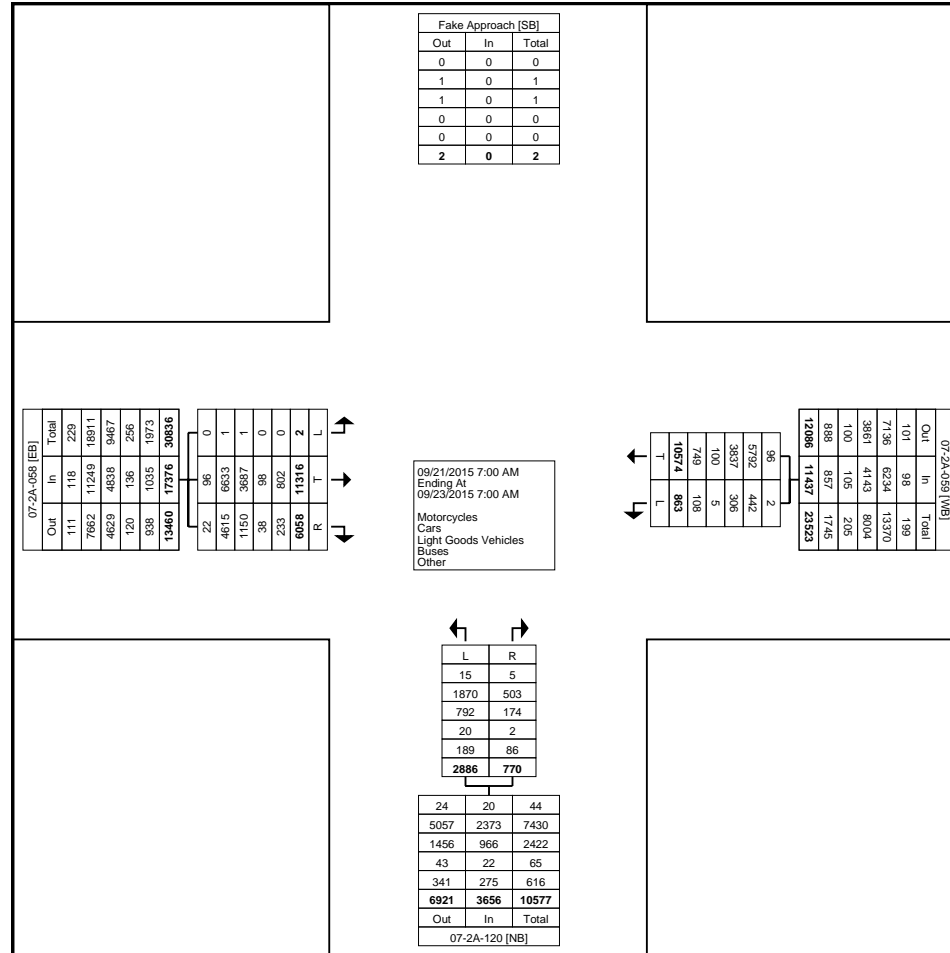
10:30 PM	1	15	16	0	17	11	28	5	0	5	49
10:45 PM	1	7	8	0	11	11	22	5	0	5	35
Hourly Total	5	65	70	0	52	41	93	12	0	12	175
11:00 PM	2	6	8	0	6	5	11	5	0	5	24
11:15 PM	0	4	4	0	5	3	8	3	0	3	15
11:30 PM	0	3	3	0	5	3	8	3	0	3	14
11:45 PM	0	3	3	0	4	1	5	1	0	1	9
Hourly Total	2	16	18	0	20	12	32	12	0	12	62
12:00 AM	0	8	8	0	4	3	7	3	0	3	18
12:15 AM	0	3	3	0	5	5	10	3	0	3	16
12:30 AM	0	4	4	0	3	1	4	1	1	2	10
12:45 AM	0	1	1	0	4	1	5	2	0	2	8
Hourly Total	0	16	16	0	16	10	26	9	1	10	52
1:00 AM	0	2	2	0	4	5	9	2	0	2	13
1:15 AM	0	4	4	0	2	2	4	0	0	0	8
1:30 AM	0	3	3	0	3	1	4	0	0	0	7
1:45 AM	0	4	4	0	7	1	8	1	0	1	13
Hourly Total	0	13	13	0	16	9	25	3	0	3	41
2:00 AM	0	3	3	0	4	2	6	0	0	0	9
2:15 AM	0	4	4	0	1	0	1	1	0	1	6
2:30 AM	0	0	0	0	1	1	2	1	0	1	3
2:45 AM	0	1	1	0	1	0	1	0	0	0	2
Hourly Total	0	8	8	0	7	3	10	2	0	2	20
3:00 AM	0	1	1	0	5	5	10	0	0	0	11
3:15 AM	1	1	2	0	3	2	5	0	0	0	7
3:30 AM	0	1	1	0	4	1	5	2	0	2	8
3:45 AM	0	6	6	0	10	1	11	2	1	3	20
Hourly Total	1	9	10	0	22	9	31	4	1	5	46
4:00 AM	0	1	1	0	8	2	10	1	0	1	12
4:15 AM	0	6	6	0	8	1	9	0	0	0	15
4:30 AM	0	2	2	0	10	1	11	4	1	5	18
4:45 AM	1	11	12	0	18	5	23	5	1	6	41
Hourly Total	1	20	21	0	44	9	53	10	2	12	86
5:00 AM	0	12	12	0	15	4	19	2	1	3	34
5:15 AM	0	7	7	0	29	6	35	8	1	9	51
5:30 AM	1	27	28	0	56	9	65	9	3	12	105
5:45 AM	2	43	45	0	72	29	101	12	1	13	159
Hourly Total	3	89	92	0	172	48	220	31	6	37	349
6:00 AM	0	42	42	0	55	19	74	12	3	15	131
6:15 AM	0	42	42	0	77	29	106	9	0	9	157
6:30 AM	0	54	54	0	103	41	144	17	9	26	224
6:45 AM	0	65	65	0	125	45	170	20	12	32	267
Hourly Total	0	203	203	0	360	134	494	58	24	82	779
Grand Total	863	10574	11437	2	11316	6058	17376	2886	770	3656	32469
Approach %	7.5	92.5	-	0.0	65.1	34.9	-	78.9	21.1	-	-
Total %	2.7	32.6	35.2	0.0	34.9	18.7	53.5	8.9	2.4	11.3	-
Motorcycles	2	96	98	0	96	22	118	15	5	20	236
% Motorcycles	0.2	0.9	0.9	0.0	0.8	0.4	0.7	0.5	0.6	0.5	0.7
Cars	442	5792	6234	1	6633	4615	11249	1870	503	2373	19856
% Cars	51.2	54.8	54.5	50.0	58.6	76.2	64.7	64.8	65.3	64.9	61.2
Light Goods Vehicles	306	3837	4143	1	3687	1150	4838	792	174	966	9947
% Light Goods Vehicles	35.5	36.3	36.2	50.0	32.6	19.0	27.8	27.4	22.6	26.4	30.6

Montana Department of Transportation
2701 Prospect

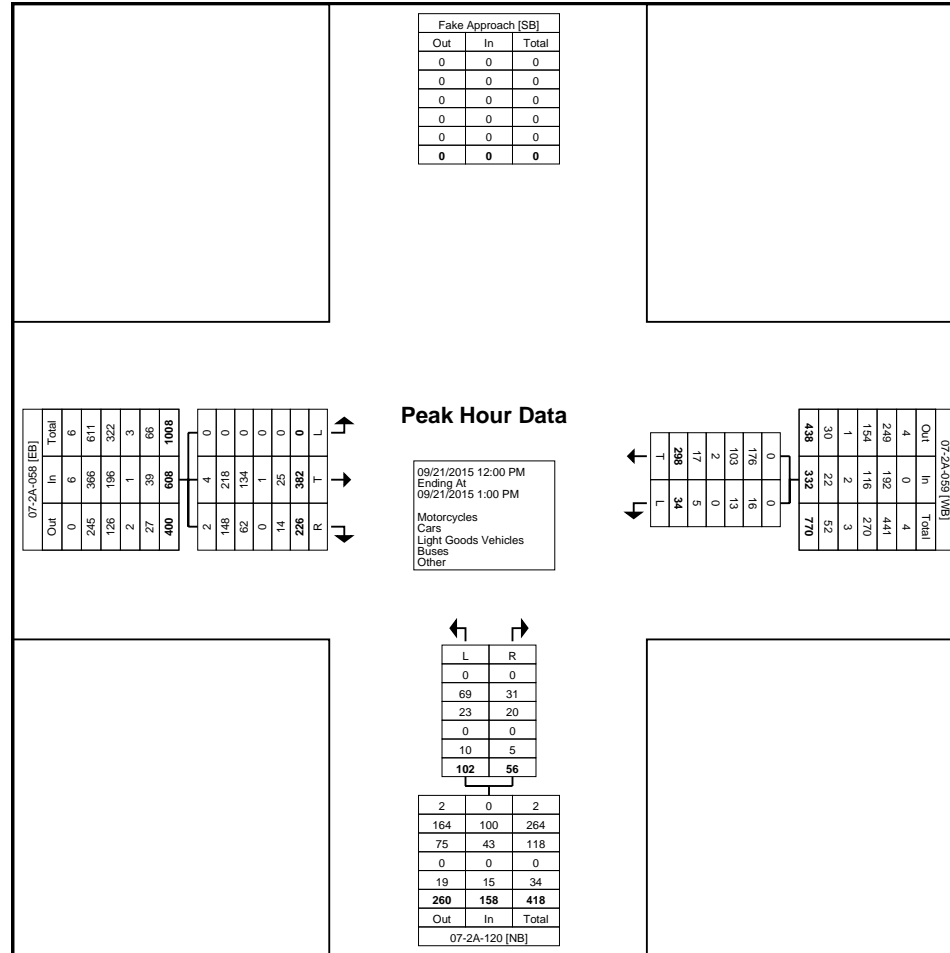
Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River_25th (Cascade)
Site Code:
Start Date: 09/21/2015
Page No: 7

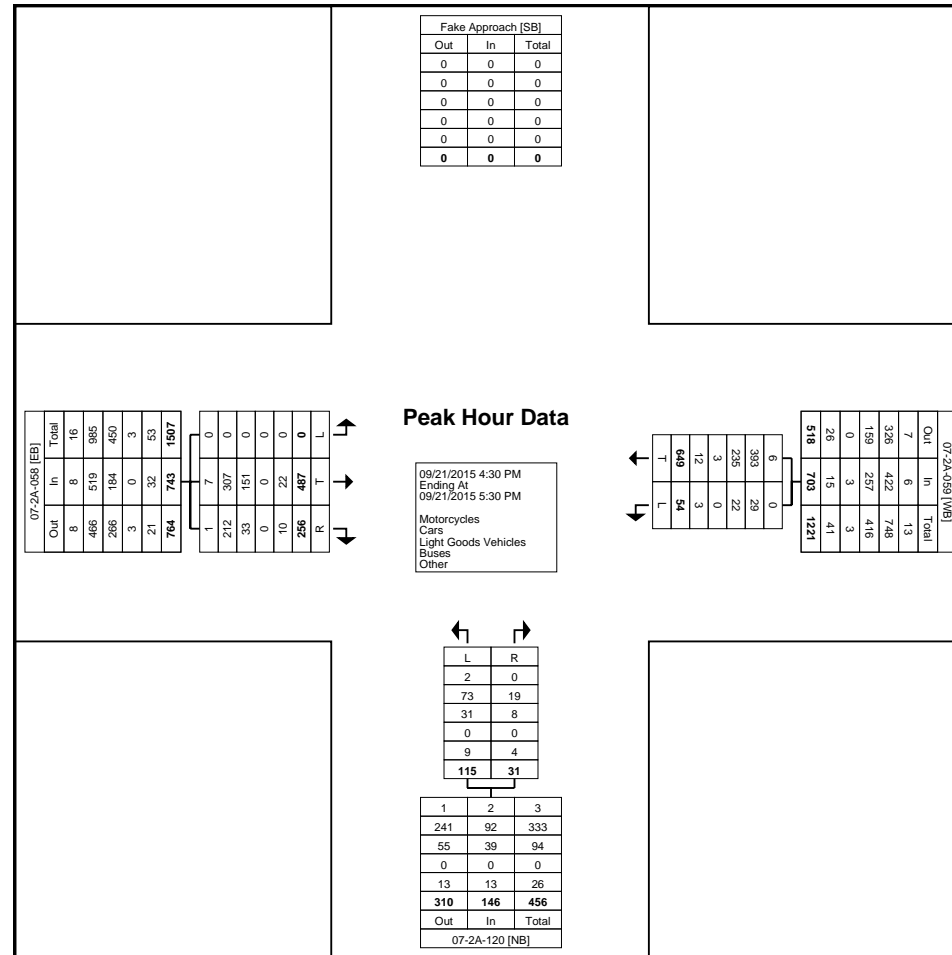
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111.264231204987



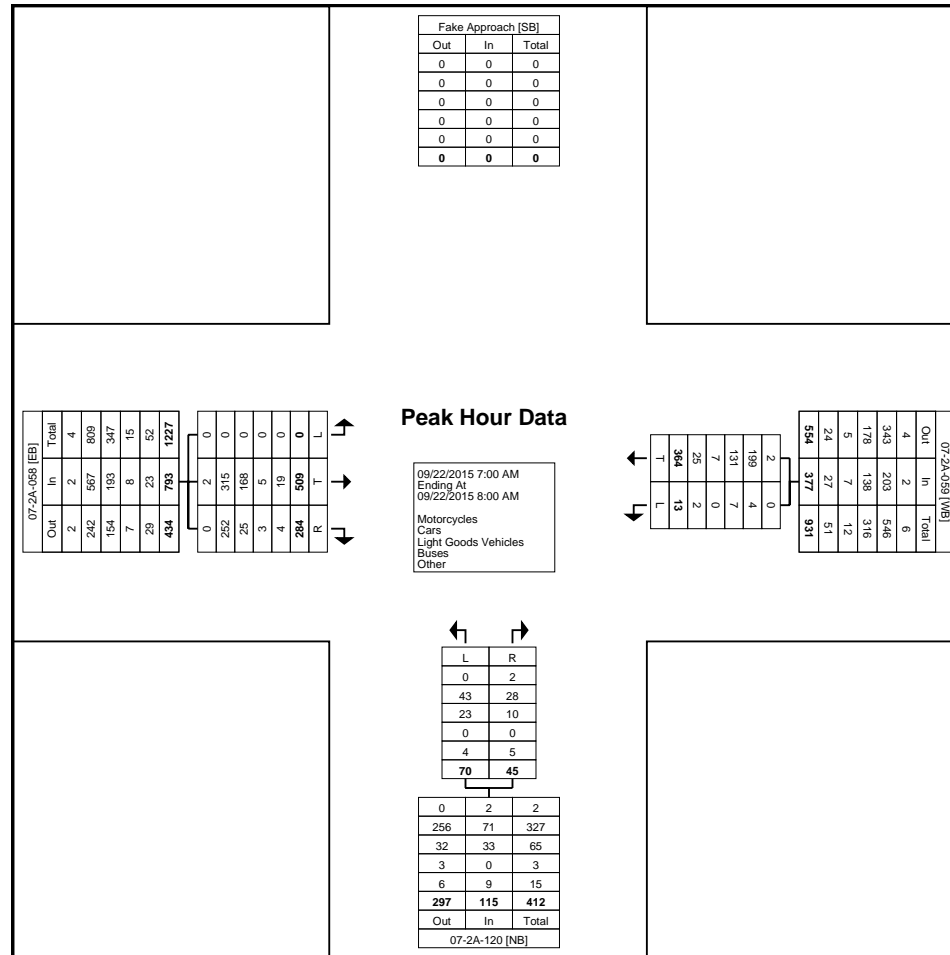
Turning Movement Data Plot



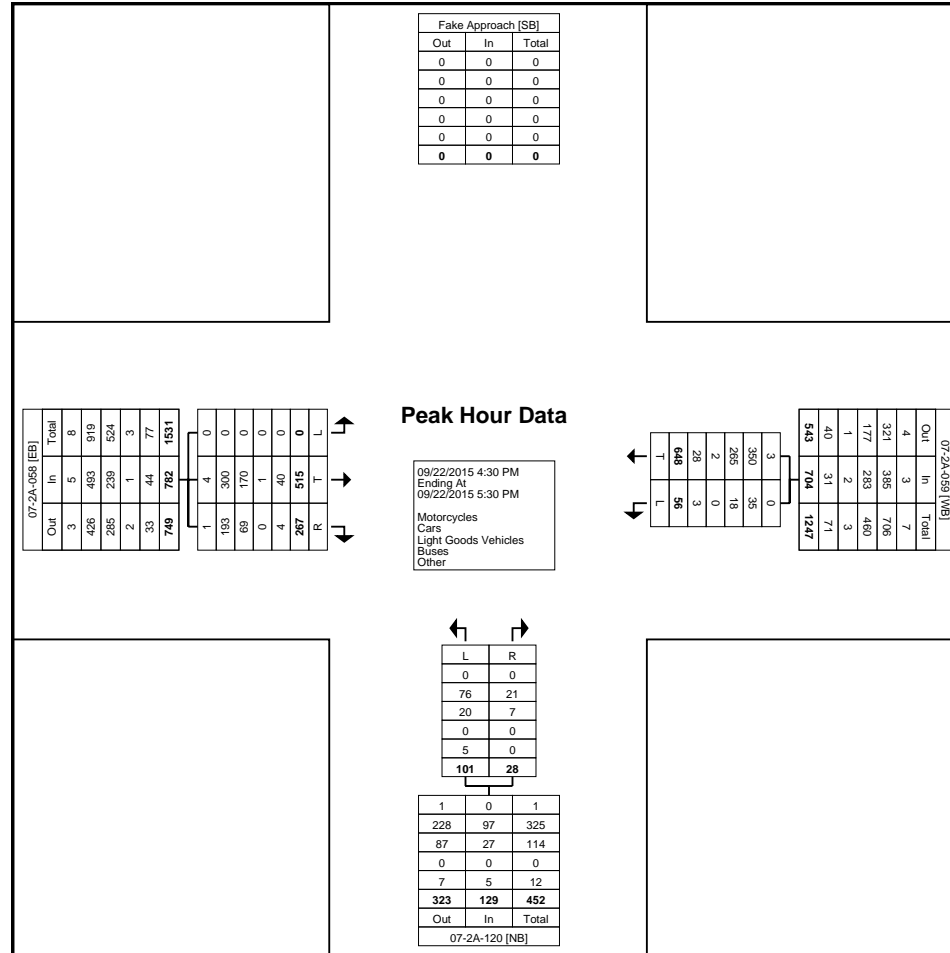
Turning Movement Peak Hour Data Plot (12:00 PM)



Turning Movement Peak Hour Data Plot (4:30 PM)



Turning Movement Peak Hour Data Plot (7:00 AM)



Turning Movement Peak Hour Data Plot (4:30 PM)

Location: 47.5168588339782, -
111.264231204987

Montana Department of Transportation
2701 Prospect
Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River_25th (Cascade)
Site Code:
Start Date: 09/21/2015
Page No: 20

Montana Department of Transportation
2701 Prospect

Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River_38th (Cascade)
Site Code:
Start Date: 09/21/2015
Page No: 1

Location: 47.5210780102162, -
111.241358667612

Turning Movement Data

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
6:30 AM	1	28	0	29	0	66	8	74	0	0	0	0	29	0	9	38	141
6:45 AM	1	35	0	36	0	107	22	129	0	0	0	0	34	0	12	46	211
Hourly Total	2	63	0	65	0	173	30	203	0	0	0	0	63	0	21	84	352
7:00 AM	0	20	0	20	0	102	23	125	0	0	0	0	25	0	5	30	175
7:15 AM	0	50	0	50	0	100	35	135	0	0	0	0	30	0	6	36	221
7:30 AM	3	49	0	52	0	99	36	135	0	0	0	0	54	0	7	61	248
7:45 AM	2	66	0	68	0	126	42	168	0	0	0	0	54	0	11	65	301
Hourly Total	5	185	0	190	0	427	136	563	0	0	0	0	163	0	29	192	945
8:00 AM	3	43	0	46	2	82	28	112	0	0	0	0	48	1	2	51	209
8:15 AM	1	51	0	52	0	49	23	72	0	0	0	0	36	0	6	42	166
8:30 AM	4	39	0	43	0	45	24	69	0	0	0	0	37	0	9	46	158
8:45 AM	4	41	0	45	0	58	37	95	0	1	1	2	27	1	1	29	171
Hourly Total	12	174	0	186	2	234	112	348	0	1	1	2	148	2	18	168	704
9:00 AM	3	26	0	29	1	40	23	64	0	0	1	1	16	0	7	23	117
9:15 AM	3	44	0	47	0	50	24	74	0	0	0	0	22	1	7	30	151
9:30 AM	3	57	0	60	0	48	15	63	0	1	0	1	24	0	6	30	154
9:45 AM	3	53	0	56	1	43	15	59	0	0	0	0	23	0	7	30	145
Hourly Total	12	180	0	192	2	181	77	260	0	1	1	2	85	1	27	113	567
10:00 AM	5	54	0	59	0	46	23	69	0	0	0	0	27	0	7	34	162
10:15 AM	3	48	0	51	0	39	31	70	0	0	0	0	20	0	5	25	146
10:30 AM	5	49	0	54	1	50	28	79	1	0	0	1	16	1	13	30	164
10:45 AM	5	53	0	58	0	46	20	66	0	1	0	1	29	0	8	37	162
Hourly Total	18	204	0	222	1	181	102	284	1	1	0	2	92	1	33	126	634
11:00 AM	4	51	2	57	0	46	20	66	1	0	1	2	30	0	6	36	161
11:15 AM	5	63	0	68	0	49	34	83	0	0	0	0	17	0	4	21	172
11:30 AM	5	62	0	67	0	39	22	61	0	1	0	1	17	0	4	21	150
11:45 AM	6	62	0	68	0	46	36	82	0	0	2	2	26	1	8	35	187
Hourly Total	20	238	2	260	0	180	112	292	1	1	3	5	90	1	22	113	670
12:00 PM	11	65	0	76	0	56	28	84	0	0	0	0	24	0	3	27	187
12:15 PM	6	42	0	48	0	62	35	97	0	0	0	0	25	0	7	32	177
12:30 PM	5	45	0	50	0	67	29	96	0	0	1	1	25	1	6	32	179
12:45 PM	6	56	0	62	1	82	26	109	0	0	0	0	31	0	11	42	213
Hourly Total	28	208	0	236	1	267	118	386	0	0	1	1	105	1	27	133	756
1:00 PM	6	52	0	58	0	60	34	94	0	1	0	1	26	0	13	39	192
1:15 PM	5	52	1	58	0	63	30	93	0	0	1	1	16	0	7	23	175
1:30 PM	5	54	0	59	1	62	28	91	0	1	0	1	24	0	11	35	186
1:45 PM	8	56	0	64	0	65	40	105	0	0	0	0	29	0	8	37	206
Hourly Total	24	214	1	239	1	250	132	383	0	2	1	3	95	0	39	134	759
2:00 PM	5	57	0	62	0	70	26	96	0	0	0	0	28	1	6	35	193
2:15 PM	2	46	0	48	0	42	33	75	0	0	0	0	30	1	4	35	158
2:30 PM	5	73	0	78	0	58	49	107	0	0	0	0	47	0	4	51	236

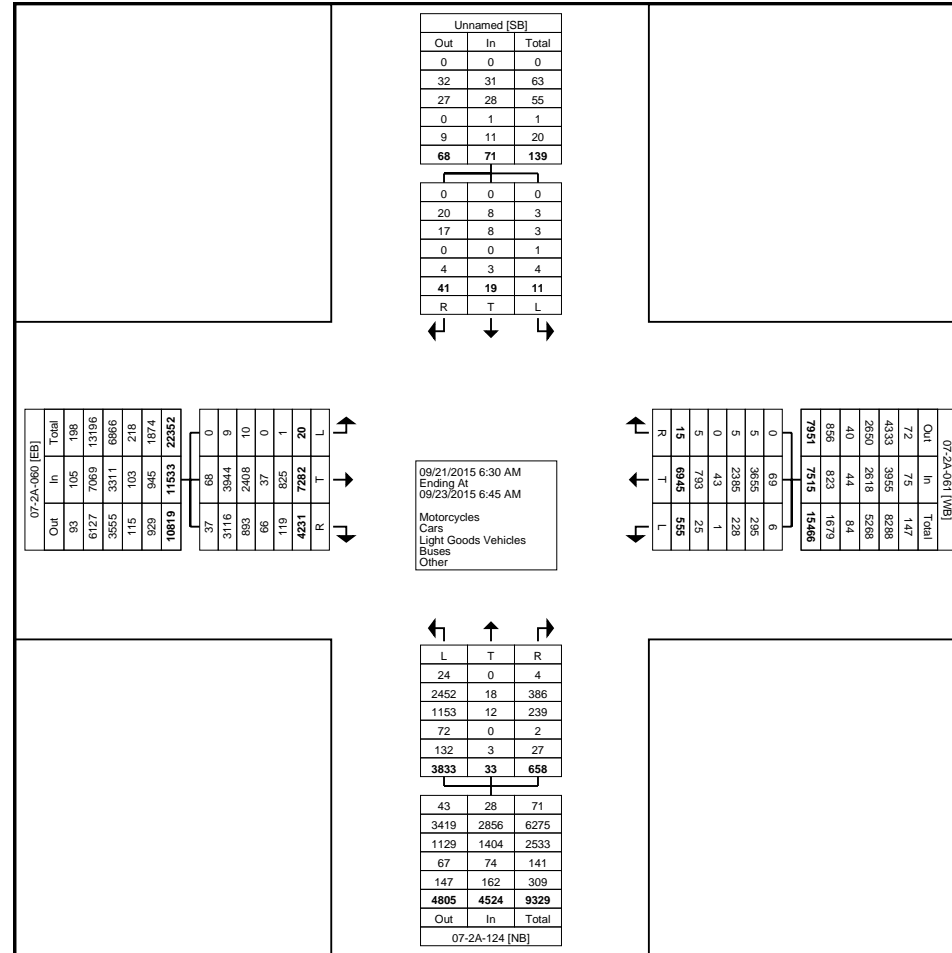
2:45 PM	5	69	0	74	0	58	40	98	1	0	2	3	31	0	4	35	210
Hourly Total	17	245	0	262	0	228	148	376	1	0	2	3	136	2	18	156	797
3:00 PM	7	71	0	78	0	61	36	97	0	0	1	1	38	0	4	42	218
3:15 PM	1	67	0	68	1	66	34	101	0	0	0	0	28	0	5	33	202
3:30 PM	4	69	1	74	0	63	45	108	0	0	0	0	45	1	5	51	233
3:45 PM	5	63	0	68	0	63	38	101	1	0	0	1	34	0	7	41	211
Hourly Total	17	270	1	288	1	253	153	407	1	0	1	2	145	1	21	167	864
4:00 PM	4	80	1	85	0	50	43	93	0	0	0	0	51	2	5	58	236
4:15 PM	3	104	0	107	1	51	54	106	1	0	1	2	28	1	2	31	246
4:30 PM	9	133	0	142	0	63	48	111	0	1	0	1	37	0	4	41	295
4:45 PM	7	108	0	115	0	42	55	97	0	0	1	1	50	0	3	53	266
Hourly Total	23	425	1	449	1	206	200	407	1	1	2	4	166	3	14	183	1043
5:00 PM	21	141	0	162	1	74	61	136	0	0	0	0	42	0	6	48	346
5:15 PM	4	106	0	110	0	78	74	152	0	0	3	3	43	0	2	45	310
5:30 PM	14	89	0	103	0	60	51	111	0	0	0	0	47	0	8	55	269
5:45 PM	4	77	0	81	0	44	66	110	0	0	0	0	35	0	5	40	231
Hourly Total	43	413	0	456	1	256	252	509	0	0	3	3	167	0	21	188	1156
6:00 PM	3	51	0	54	0	43	44	87	0	0	0	0	28	0	3	31	172
6:15 PM	1	43	0	44	0	40	36	76	0	0	0	0	37	0	3	40	160
6:30 PM	7	35	0	42	0	36	67	103	0	0	0	0	24	0	0	24	169
6:45 PM	2	46	0	48	0	38	51	89	0	0	0	0	28	0	2	30	167
Hourly Total	13	175	0	188	0	157	198	355	0	0	0	0	117	0	8	125	668
7:00 PM	5	43	0	48	0	27	24	51	0	0	0	0	26	0	0	26	125
7:15 PM	0	30	0	30	0	31	27	58	1	0	0	1	33	1	1	35	124
7:30 PM	4	24	0	28	0	26	27	53	0	0	0	0	23	0	4	27	108
7:45 PM	0	23	0	23	0	25	32	57	0	0	0	0	26	0	3	29	109
Hourly Total	9	120	0	129	0	109	110	219	1	0	0	1	108	1	8	117	466
8:00 PM	2	19	0	21	0	17	19	36	0	0	0	0	14	0	0	14	71
8:15 PM	1	13	0	14	0	19	20	39	0	0	0	0	17	0	0	17	70
8:30 PM	3	16	0	19	0	16	19	35	0	0	0	0	4	0	0	4	58
8:45 PM	0	20	0	20	0	14	18	32	0	0	0	0	10	0	1	11	63
Hourly Total	6	68	0	74	0	66	76	142	0	0	0	0	45	0	1	46	262
9:00 PM	0	15	0	15	0	17	13	30	0	0	0	0	29	0	0	29	74
9:15 PM	1	13	0	14	0	15	10	25	0	0	1	1	24	1	0	25	65
9:30 PM	1	14	0	15	0	15	14	29	0	0	0	0	6	0	0	6	50
9:45 PM	1	5	0	6	0	10	3	13	0	0	0	0	3	0	1	4	23
Hourly Total	3	47	0	50	0	57	40	97	0	0	1	1	62	1	1	64	212
10:00 PM	1	15	0	16	0	18	8	26	0	0	0	0	4	0	0	4	46
10:15 PM	0	10	0	10	0	7	10	17	0	0	0	0	3	0	0	3	30
10:30 PM	1	8	0	9	0	8	3	11	0	0	0	0	2	0	0	2	22
10:45 PM	0	4	0	4	0	5	4	9	0	0	0	0	1	0	0	1	14
Hourly Total	2	37	0	39	0	38	25	63	0	0	0	0	10	0	0	10	112
11:00 PM	0	2	0	2	0	2	4	6	0	0	0	0	7	0	1	8	16
11:15 PM	1	4	0	5	0	5	3	8	0	0	0	0	2	0	1	3	16
11:30 PM	0	7	0	7	0	5	3	8	0	0	0	0	2	0	1	3	18
11:45 PM	0	2	0	2	0	5	5	10	0	0	0	0	3	0	1	4	16
Hourly Total	1	15	0	16	0	17	15	32	0	0	0	0	14	0	4	18	66
12:00 AM	1	3	0	4	0	3	1	4	0	0	0	0	2	0	0	2	10
12:15 AM	0	4	0	4	0	4	0	4	0	0	0	0	2	0	0	2	10
12:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	2	0	0	2	5
12:45 AM	0	3	0	3	0	2	3	5	0	0	0	0	2	0	1	3	11
Hourly Total	1	10	0	11	0	11	5	16	0	0	0	0	8	0	1	9	36

1:00 AM	0	1	0	1	0	2	2	4	0	0	0	0	0	0	2	2	7
1:15 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	0	1	1	5
1:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	3	0	0	3	7
1:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Hourly Total	1	3	0	4	0	7	4	11	0	0	0	0	4	0	3	7	22
2:00 AM	0	1	0	1	0	1	4	5	0	0	0	0	0	0	0	0	6
2:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	0	1	0	1	1	2	0	0	0	0	1	0	0	1	4
2:45 AM	0	2	0	2	0	1	1	2	0	0	0	0	2	0	0	2	6
Hourly Total	0	5	0	5	0	3	7	10	0	0	0	0	3	0	0	3	18
3:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
3:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
3:30 AM	0	1	0	1	0	6	0	6	0	0	0	0	0	0	1	1	8
3:45 AM	0	1	0	1	0	5	1	6	0	0	0	0	1	0	0	1	8
Hourly Total	0	4	0	4	0	14	1	15	0	0	0	0	3	0	1	4	23
4:00 AM	0	3	0	3	0	2	2	4	0	0	0	0	1	0	0	1	8
4:15 AM	0	3	0	3	0	6	5	11	0	0	0	0	1	0	0	1	15
4:30 AM	0	4	0	4	0	13	2	15	0	0	0	0	3	0	0	3	22
4:45 AM	0	4	0	4	0	13	5	18	0	0	0	0	1	0	0	1	23
Hourly Total	0	14	0	14	0	34	14	48	0	0	0	0	6	0	0	6	68
5:00 AM	0	6	0	6	0	13	3	16	0	0	0	0	3	0	0	3	25
5:15 AM	0	9	0	9	0	21	5	26	0	0	0	0	5	0	1	6	41
5:30 AM	0	17	0	17	0	34	14	48	0	0	0	0	14	0	0	14	79
5:45 AM	1	21	0	22	0	44	18	62	0	0	0	0	23	0	4	27	111
Hourly Total	1	53	0	54	0	112	40	152	0	0	0	0	45	0	5	50	256
6:00 AM	0	20	0	20	0	35	11	46	0	0	0	0	18	0	1	19	85
6:15 AM	0	15	0	15	0	49	10	59	0	0	0	0	23	0	2	25	99
6:30 AM	1	34	0	35	0	67	8	75	0	0	0	0	24	0	5	29	139
6:45 AM	1	30	0	31	0	103	17	120	0	0	0	0	33	0	12	45	196
Hourly Total	2	99	0	101	0	254	46	300	0	0	0	0	98	0	20	118	519
7:00 AM	0	33	0	33	0	105	24	129	0	0	0	0	33	0	6	39	201
7:15 AM	1	49	0	50	0	99	33	132	0	0	0	0	36	1	3	40	222
7:30 AM	1	63	0	64	0	91	27	118	0	0	0	0	49	0	8	57	239
7:45 AM	4	49	0	53	0	116	38	154	0	0	0	0	54	0	8	62	269
Hourly Total	6	194	0	200	0	411	122	533	0	0	0	0	172	1	25	198	931
8:00 AM	4	41	0	45	1	90	29	120	0	0	0	0	28	2	10	40	205
8:15 AM	2	44	0	46	0	54	21	75	0	0	0	0	38	0	2	40	161
8:30 AM	2	52	0	54	1	65	22	88	0	0	3	3	23	2	8	33	178
8:45 AM	3	50	0	53	0	52	27	79	1	0	1	2	20	1	3	24	158
Hourly Total	11	187	0	198	2	261	99	362	1	0	4	5	109	5	23	137	702
9:00 AM	3	35	1	39	0	70	17	87	0	0	0	0	21	0	8	29	155
9:15 AM	4	35	0	39	0	39	17	56	0	1	0	1	20	0	4	24	120
9:30 AM	1	45	0	46	0	33	25	58	0	0	1	1	15	0	1	16	121
9:45 AM	6	56	0	62	0	44	23	67	0	0	0	0	25	1	4	30	159
Hourly Total	14	171	1	186	0	186	82	268	0	1	1	2	81	1	17	99	555
10:00 AM	7	43	0	50	0	42	19	61	0	0	1	1	17	0	7	24	136
10:15 AM	3	45	1	49	1	43	24	68	0	0	0	0	19	0	3	22	139
10:30 AM	2	37	0	39	0	52	23	75	1	0	1	2	28	1	6	35	151
10:45 AM	4	51	0	55	0	51	23	74	0	0	0	0	32	0	6	38	167
Hourly Total	16	176	1	193	1	188	89	278	1	0	2	3	96	1	22	119	593
11:00 AM	2	56	0	58	0	39	27	66	0	0	0	0	24	3	5	32	156
11:15 AM	7	58	0	65	1	58	24	83	0	2	0	2	25	0	5	30	180

11:30 AM	2	58	1	61	0	56	23	79	0	0	0	0	18	1	10	29	169
11:45 AM	5	57	0	62	0	42	27	69	0	2	2	4	28	0	5	33	168
Hourly Total	16	229	1	246	1	195	101	297	0	4	2	6	95	4	25	124	673
12:00 PM	20	103	1	124	2	56	35	93	0	0	2	2	19	0	6	25	244
12:15 PM	5	48	0	53	1	66	38	105	0	0	0	0	25	0	12	37	195
12:30 PM	1	54	0	55	0	63	37	100	0	0	1	1	26	1	13	40	196
12:45 PM	8	56	0	64	0	101	27	128	0	0	1	1	29	1	12	42	235
Hourly Total	34	261	1	296	3	286	137	426	0	0	4	4	99	2	43	144	870
1:00 PM	4	61	1	66	0	57	34	91	0	1	2	3	25	0	9	34	194
1:15 PM	9	48	0	57	0	72	38	110	0	1	0	1	24	1	6	31	199
1:30 PM	4	60	0	64	0	55	25	80	0	1	0	1	30	0	7	37	182
1:45 PM	4	68	1	73	0	57	30	87	0	0	2	2	20	1	6	27	189
Hourly Total	21	237	2	260	0	241	127	368	0	3	4	7	99	2	28	129	764
2:00 PM	6	46	0	52	0	42	36	78	0	0	1	1	25	1	4	30	161
2:15 PM	3	60	0	63	0	64	32	96	0	0	1	1	31	0	4	35	195
2:30 PM	8	73	0	81	0	63	35	98	0	1	0	1	45	0	4	49	229
2:45 PM	7	58	1	66	0	45	47	92	0	0	0	0	44	0	3	47	205
Hourly Total	24	237	1	262	0	214	150	364	0	1	2	3	145	1	15	161	790
3:00 PM	10	52	0	62	0	60	30	90	0	0	0	0	33	0	3	36	188
3:15 PM	3	57	0	60	0	53	47	100	0	0	0	0	22	0	9	31	191
3:30 PM	5	75	0	80	0	63	41	104	0	0	0	0	45	0	9	54	238
3:45 PM	4	81	1	86	1	60	42	103	0	0	1	1	38	2	3	43	233
Hourly Total	22	265	1	288	1	236	160	397	0	0	1	1	138	2	24	164	850
4:00 PM	9	98	1	108	0	61	57	118	0	0	0	0	46	0	8	54	280
4:15 PM	7	78	0	85	1	50	52	103	1	2	1	4	30	0	4	34	226
4:30 PM	8	127	1	136	0	59	52	111	1	0	0	1	41	0	5	46	294
4:45 PM	11	128	0	139	0	60	66	126	0	0	0	0	42	0	3	45	310
Hourly Total	35	431	2	468	1	230	227	458	2	2	1	5	159	0	20	179	1110
5:00 PM	25	145	0	170	0	94	62	156	1	1	2	4	37	0	4	41	371
5:15 PM	9	100	0	109	0	71	56	127	0	0	0	0	49	0	9	58	294
5:30 PM	6	97	0	103	0	51	65	116	0	0	0	0	46	0	7	53	272
5:45 PM	6	79	0	85	1	58	57	116	0	0	1	1	34	0	4	38	240
Hourly Total	46	421	0	467	1	274	240	515	1	1	3	5	166	0	24	190	1177
6:00 PM	1	63	0	64	0	40	44	84	0	0	0	0	59	0	2	61	209
6:15 PM	4	49	0	53	0	47	40	87	0	0	0	0	39	0	3	42	182
6:30 PM	3	40	0	43	0	52	44	96	0	0	0	0	31	0	5	36	175
6:45 PM	5	35	0	40	0	41	26	67	0	0	0	0	20	0	3	23	130
Hourly Total	13	187	0	200	0	180	154	334	0	0	0	0	149	0	13	162	696
7:00 PM	3	34	0	37	0	30	33	63	0	0	0	0	20	0	1	21	121
7:15 PM	7	38	0	45	0	23	34	57	0	0	0	0	37	0	1	38	140
7:30 PM	3	27	0	30	0	40	23	63	0	0	0	0	18	0	4	22	115
7:45 PM	2	24	0	26	0	26	27	53	0	0	0	0	26	0	3	29	108
Hourly Total	15	123	0	138	0	119	117	236	0	0	0	0	101	0	9	110	484
8:00 PM	0	34	0	34	0	22	20	42	0	0	0	0	15	0	0	15	91
8:15 PM	2	15	0	17	0	29	19	48	0	0	0	0	13	0	0	13	78
8:30 PM	3	16	0	19	0	24	26	50	0	0	0	0	15	0	0	15	84
8:45 PM	2	17	0	19	0	14	16	30	0	0	0	0	13	0	0	13	62
Hourly Total	7	82	0	89	0	89	81	170	0	0	0	0	56	0	0	56	315
9:00 PM	0	13	0	13	0	21	16	37	0	0	0	0	12	0	0	12	62
9:15 PM	1	13	0	14	0	18	15	33	0	0	0	0	3	0	3	6	53
9:30 PM	2	18	0	20	0	13	7	20	0	0	0	0	12	0	0	12	52
9:45 PM	0	7	0	7	0	10	9	19	0	0	0	0	5	0	2	7	33

Hourly Total	3	51	0	54	0	62	47	109	0	0	0	0	32	0	5	37	200
10:00 PM	0	12	0	12	0	8	10	18	0	0	0	0	9	0	0	9	39
10:15 PM	0	18	0	18	0	6	4	10	0	0	0	0	7	0	0	7	35
10:30 PM	0	10	0	10	0	9	8	17	0	0	0	0	4	0	1	5	32
10:45 PM	0	5	0	5	0	6	7	13	0	0	0	0	4	0	0	4	22
Hourly Total	0	45	0	45	0	29	29	58	0	0	0	0	24	0	1	25	128
11:00 PM	0	4	0	4	0	4	2	6	0	0	0	0	3	0	0	3	13
11:15 PM	0	2	0	2	0	3	4	7	0	0	0	0	2	0	0	2	11
11:30 PM	0	1	0	1	0	4	0	4	0	0	0	0	3	0	0	3	8
11:45 PM	1	2	0	3	0	4	2	6	0	0	0	0	1	0	0	1	10
Hourly Total	1	9	0	10	0	15	8	23	0	0	0	0	9	0	0	9	42
12:00 AM	0	6	0	6	0	0	1	1	0	0	0	0	2	0	0	2	9
12:15 AM	1	3	0	4	0	4	2	6	0	0	0	0	0	0	0	0	10
12:30 AM	1	2	0	3	0	3	2	5	0	0	0	0	2	0	0	2	10
12:45 AM	0	0	0	0	0	3	1	4	0	0	0	0	1	0	0	1	5
Hourly Total	2	11	0	13	0	10	6	16	0	0	0	0	5	0	0	5	34
1:00 AM	0	1	0	1	0	2	2	4	0	0	0	0	1	0	0	1	6
1:15 AM	0	3	0	3	0	0	1	1	0	0	0	0	1	0	1	2	6
1:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3	0	0	3	6
1:45 AM	0	3	0	3	0	2	3	5	0	0	0	0	1	0	0	1	9
Hourly Total	0	7	0	7	0	7	6	13	0	0	0	0	6	0	1	7	27
2:00 AM	1	2	0	3	0	5	4	9	0	0	0	0	1	0	0	1	13
2:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
2:30 AM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
2:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	5	0	6	0	7	4	11	0	0	0	0	4	0	0	4	21
3:00 AM	1	1	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
3:15 AM	0	1	0	1	0	4	2	6	0	0	0	0	0	0	0	0	7
3:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	1	0	1	2	6
3:45 AM	0	2	0	2	0	6	1	7	0	0	0	0	4	0	0	4	13
Hourly Total	1	4	0	5	0	17	3	20	0	0	0	0	5	0	1	6	31
4:00 AM	1	0	0	1	0	5	4	9	0	0	0	0	1	0	0	1	11
4:15 AM	0	4	0	4	0	5	1	6	0	0	0	0	2	0	0	2	12
4:30 AM	0	2	0	2	0	9	3	12	0	0	0	0	0	0	0	0	14
4:45 AM	0	10	0	10	0	10	5	15	0	0	0	0	2	0	1	3	28
Hourly Total	1	16	0	17	0	29	13	42	0	0	0	0	5	0	1	6	65
5:00 AM	0	7	0	7	0	11	3	14	0	0	0	0	6	0	1	7	28
5:15 AM	0	4	0	4	0	22	6	28	0	0	0	0	2	0	0	2	34
5:30 AM	1	16	0	17	0	34	11	45	0	0	0	0	15	0	0	15	77
5:45 AM	1	26	0	27	0	46	20	66	0	0	0	0	17	0	7	24	117
Hourly Total	2	53	0	55	0	113	40	153	0	0	0	0	40	0	8	48	256
6:00 AM	1	22	0	23	0	40	12	52	0	0	0	0	18	0	2	20	95
6:15 AM	1	20	0	21	0	53	11	64	0	0	1	1	20	0	3	23	109
6:30 AM	2	32	0	34	0	75	13	88	0	0	0	0	22	0	6	28	150
Grand Total	555	6945	15	7515	20	7282	4231	11533	11	19	41	71	3833	33	658	4524	23643
Approach %	7.4	92.4	0.2	-	0.2	63.1	36.7	-	15.5	26.8	57.7	-	84.7	0.7	14.5	-	-
Total %	2.3	29.4	0.1	31.8	0.1	30.8	17.9	48.8	0.0	0.1	0.2	0.3	16.2	0.1	2.8	19.1	-
Motorcycles	6	69	0	75	0	68	37	105	0	0	0	0	24	0	4	28	208
% Motorcycles	1.1	1.0	0.0	1.0	0.0	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.6	0.0	0.6	0.6	0.9
Cars	295	3655	5	3955	9	3944	3116	7069	3	8	20	31	2452	18	386	2856	13911
% Cars	53.2	52.6	33.3	52.6	45.0	54.2	73.6	61.3	27.3	42.1	48.8	43.7	64.0	54.5	58.7	63.1	58.8
Light Goods Vehicles	228	2385	5	2618	10	2408	893	3311	3	8	17	28	1153	12	239	1404	7361

% Light Goods Vehicles	41.1	34.3	33.3	34.8	50.0	33.1	21.1	28.7	27.3	42.1	41.5	39.4	30.1	36.4	36.3	31.0	31.1
Buses	1	43	0	44	0	37	66	103	1	0	0	1	72	0	2	74	222
% Buses	0.2	0.6	0.0	0.6	0.0	0.5	1.6	0.9	9.1	0.0	0.0	1.4	1.9	0.0	0.3	1.6	0.9
Single-Unit Trucks	22	450	4	476	1	465	88	554	3	2	2	7	102	3	19	124	1161
% Single-Unit Trucks	4.0	6.5	26.7	6.3	5.0	6.4	2.1	4.8	27.3	10.5	4.9	9.9	2.7	9.1	2.9	2.7	4.9
Articulated Trucks	2	342	1	345	0	356	30	386	0	1	2	3	27	0	6	33	767
% Articulated Trucks	0.4	4.9	6.7	4.6	0.0	4.9	0.7	3.3	0.0	5.3	4.9	4.2	0.7	0.0	0.9	0.7	3.2
Bicycles on Road	1	1	0	2	0	4	1	5	1	0	0	1	3	0	2	5	13
% Bicycles on Road	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	9.1	0.0	0.0	1.4	0.1	0.0	0.3	0.1	0.1



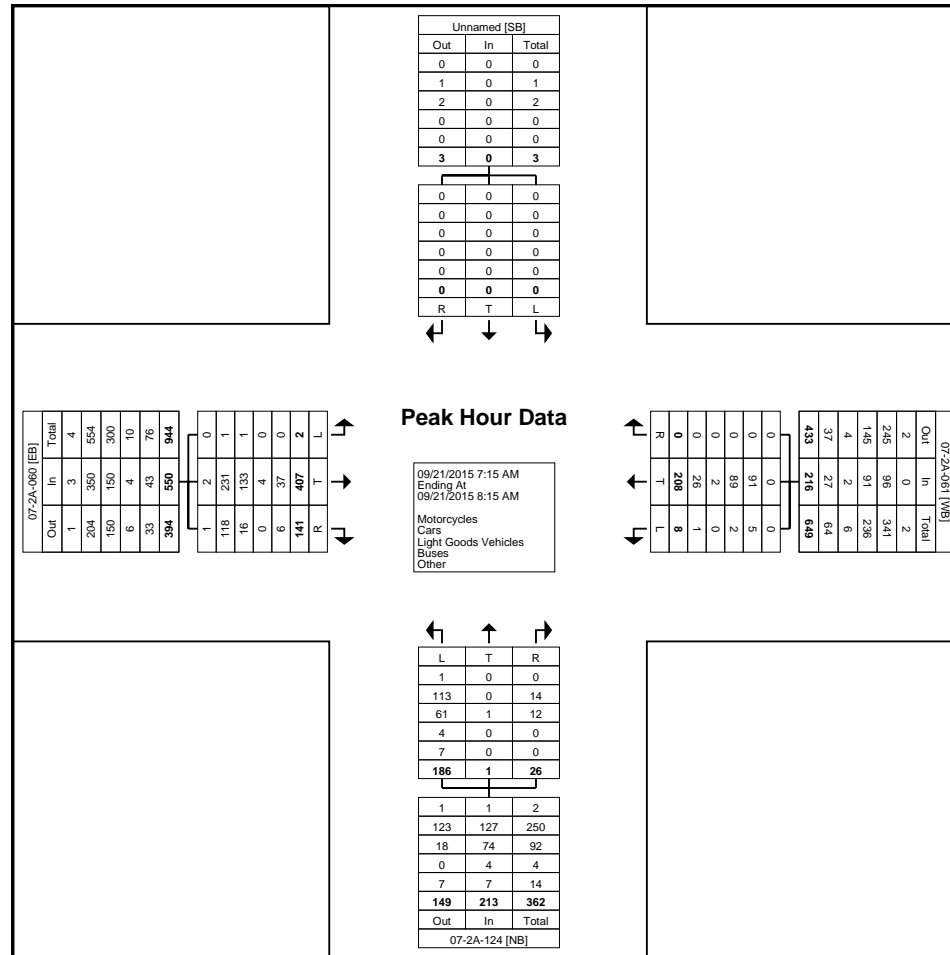
Turning Movement Data Plot

Location: 47.5210780102162, -
111.241358667612

Turning Movement Peak Hour Data (7:15 AM)

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
7:15 AM	0	50	0	50	0	100	35	135	0	0	0	0	30	0	6	36	221
7:30 AM	3	49	0	52	0	99	36	135	0	0	0	0	54	0	7	61	248
7:45 AM	2	66	0	68	0	126	42	168	0	0	0	0	54	0	11	65	301
8:00 AM	3	43	0	46	2	82	28	112	0	0	0	0	48	1	2	51	209
Total	8	208	0	216	2	407	141	550	0	0	0	0	186	1	26	213	979
Approach %	3.7	96.3	0.0	-	0.4	74.0	25.6	-	NaN	NaN	NaN	-	87.3	0.5	12.2	-	-
Total %	0.8	21.2	0.0	22.1	0.2	41.6	14.4	56.2	0.0	0.0	0.0	0.0	19.0	0.1	2.7	21.8	-
PHF	0.667	0.788	0.000	0.794	0.250	0.808	0.839	0.818	0.000	0.000	0.000	0.000	0.861	0.250	0.591	0.819	0.813
Motorcycles	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
% Motorcycles	0.0	0.0	-	0.0	0.0	0.5	0.7	0.5	-	-	-	-	0.5	0.0	0.0	0.5	0.4
Cars	5	91	0	96	1	231	118	350	0	0	0	0	113	0	14	127	573
% Cars	62.5	43.8	-	44.4	50.0	56.8	83.7	63.6	-	-	-	-	60.8	0.0	53.8	59.6	58.5
Light Goods Vehicles	2	89	0	91	1	133	16	150	0	0	0	0	61	1	12	74	315
% Light Goods Vehicles	25.0	42.8	-	42.1	50.0	32.7	11.3	27.3	-	-	-	-	32.8	100.0	46.2	34.7	32.2
Buses	0	2	0	2	0	4	0	4	0	0	0	0	4	0	0	4	10
% Buses	0.0	1.0	-	0.9	0.0	1.0	0.0	0.7	-	-	-	-	2.2	0.0	0.0	1.9	1.0
Single-Unit Trucks	1	21	0	22	0	23	5	28	0	0	0	0	5	0	0	5	55
% Single-Unit Trucks	12.5	10.1	-	10.2	0.0	5.7	3.5	5.1	-	-	-	-	2.7	0.0	0.0	2.3	5.6
Articulated Trucks	0	5	0	5	0	14	1	15	0	0	0	0	1	0	0	1	21
% Articulated Trucks	0.0	2.4	-	2.3	0.0	3.4	0.7	2.7	-	-	-	-	0.5	0.0	0.0	0.5	2.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	-	-	0.5	0.0	0.0	0.5	0.1

Location: 47.5210780102162, -
111.241358667612

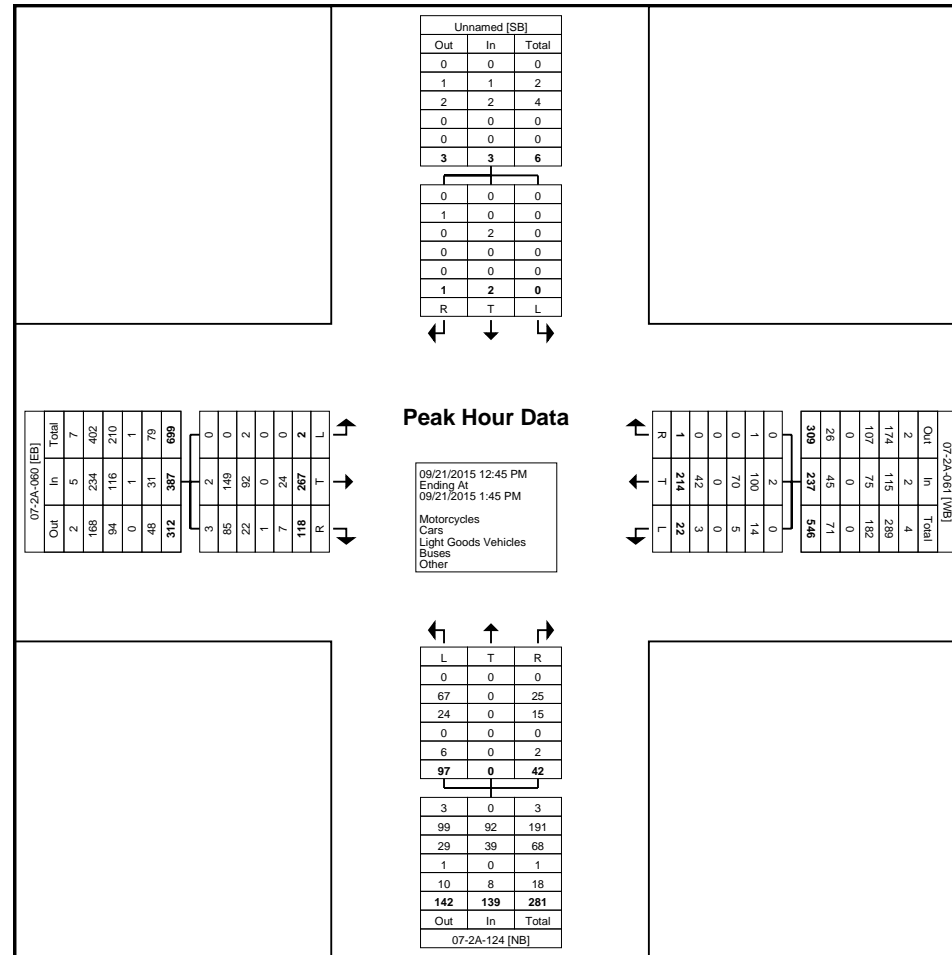


Turning Movement Peak Hour Data Plot (7:15 AM)

Location: 47.5210780102162, -
111.241358667612

Turning Movement Peak Hour Data (12:45 PM)

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
12:45 PM	6	56	0	62	1	82	26	109	0	0	0	0	31	0	11	42	213
1:00 PM	6	52	0	58	0	60	34	94	0	1	0	1	26	0	13	39	192
1:15 PM	5	52	1	58	0	63	30	93	0	0	1	1	16	0	7	23	175
1:30 PM	5	54	0	59	1	62	28	91	0	1	0	1	24	0	11	35	186
Total	22	214	1	237	2	267	118	387	0	2	1	3	97	0	42	139	766
Approach %	9.3	90.3	0.4	-	0.5	69.0	30.5	-	0.0	66.7	33.3	-	69.8	0.0	30.2	-	-
Total %	2.9	27.9	0.1	30.9	0.3	34.9	15.4	50.5	0.0	0.3	0.1	0.4	12.7	0.0	5.5	18.1	-
PHF	0.917	0.955	0.250	0.956	0.500	0.814	0.868	0.888	0.000	0.500	0.250	0.750	0.782	0.000	0.808	0.827	0.899
Motorcycles	0	2	0	2	0	2	3	5	0	0	0	0	0	0	0	0	7
% Motorcycles	0.0	0.9	0.0	0.8	0.0	0.7	2.5	1.3	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.9
Cars	14	100	1	115	0	149	85	234	0	0	1	1	67	0	25	92	442
% Cars	63.6	46.7	100.0	48.5	0.0	55.8	72.0	60.5	-	0.0	100.0	33.3	69.1	-	59.5	66.2	57.7
Light Goods Vehicles	5	70	0	75	2	92	22	116	0	2	0	2	24	0	15	39	232
% Light Goods Vehicles	22.7	32.7	0.0	31.6	100.0	34.5	18.6	30.0	-	100.0	0.0	66.7	24.7	-	35.7	28.1	30.3
Buses	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.3	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1
Single-Unit Trucks	1	26	0	27	0	17	6	23	0	0	0	0	6	0	1	7	57
% Single-Unit Trucks	4.5	12.1	0.0	11.4	0.0	6.4	5.1	5.9	-	0.0	0.0	0.0	6.2	-	2.4	5.0	7.4
Articulated Trucks	2	16	0	18	0	7	1	8	0	0	0	0	0	0	1	1	27
% Articulated Trucks	9.1	7.5	0.0	7.6	0.0	2.6	0.8	2.1	-	0.0	0.0	0.0	0.0	-	2.4	0.7	3.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	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



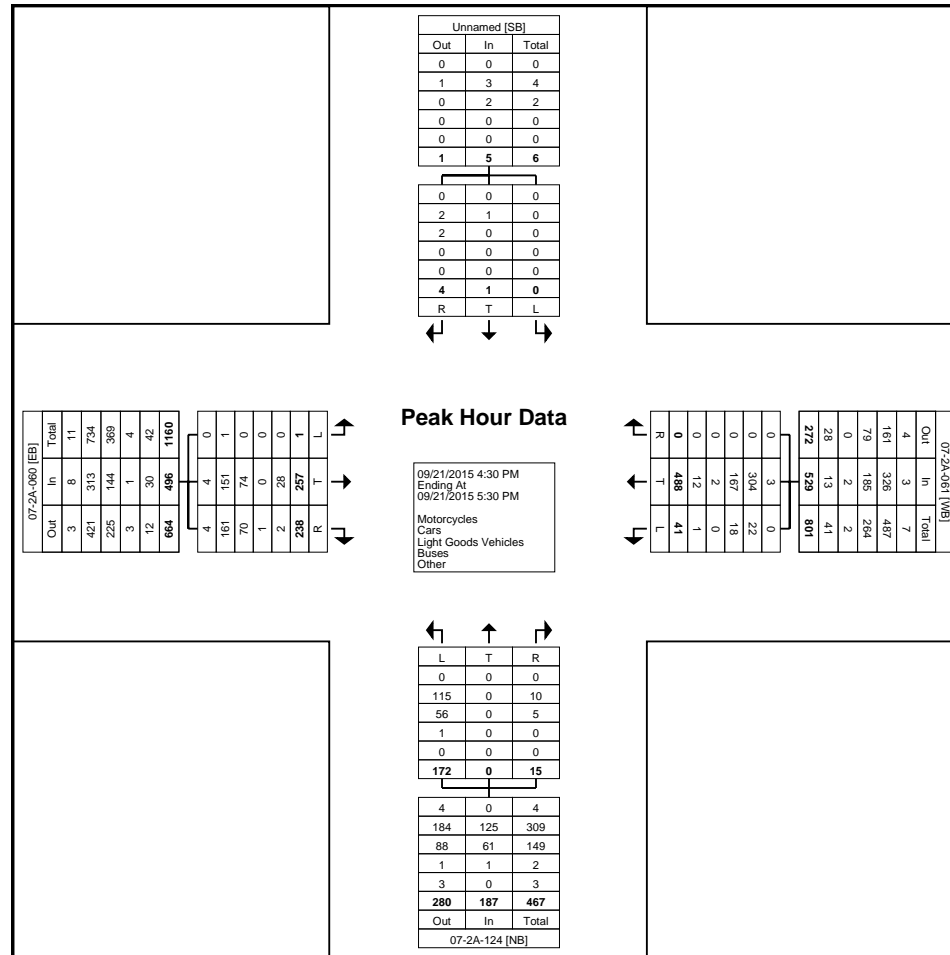
Turning Movement Peak Hour Data Plot (12:45 PM)

Location: 47.5210780102162, -
111.241358667612

Turning Movement Peak Hour Data (4:30 PM)

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
4:30 PM	9	133	0	142	0	63	48	111	0	1	0	1	37	0	4	41	295
4:45 PM	7	108	0	115	0	42	55	97	0	0	1	1	50	0	3	53	266
5:00 PM	21	141	0	162	1	74	61	136	0	0	0	0	42	0	6	48	346
5:15 PM	4	106	0	110	0	78	74	152	0	0	3	3	43	0	2	45	310
Total	41	488	0	529	1	257	238	496	0	1	4	5	172	0	15	187	1217
Approach %	7.8	92.2	0.0	-	0.2	51.8	48.0	-	0.0	20.0	80.0	-	92.0	0.0	8.0	-	-
Total %	3.4	40.1	0.0	43.5	0.1	21.1	19.6	40.8	0.0	0.1	0.3	0.4	14.1	0.0	1.2	15.4	-
PHF	0.488	0.865	0.000	0.816	0.250	0.824	0.804	0.816	0.000	0.250	0.333	0.417	0.860	0.000	0.625	0.882	0.879
Motorcycles	0	3	0	3	0	4	4	8	0	0	0	0	0	0	0	0	11
% Motorcycles	0.0	0.6	-	0.6	0.0	1.6	1.7	1.6	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.9
Cars	22	304	0	326	1	151	161	313	0	1	2	3	115	0	10	125	767
% Cars	53.7	62.3	-	61.6	100.0	58.8	67.6	63.1	-	100.0	50.0	60.0	66.9	-	66.7	66.8	63.0
Light Goods Vehicles	18	167	0	185	0	74	70	144	0	0	2	2	56	0	5	61	392
% Light Goods Vehicles	43.9	34.2	-	35.0	0.0	28.8	29.4	29.0	-	0.0	50.0	40.0	32.6	-	33.3	32.6	32.2
Buses	0	2	0	2	0	0	1	1	0	0	0	0	1	0	0	1	4
% Buses	0.0	0.4	-	0.4	0.0	0.0	0.4	0.2	-	0.0	0.0	0.0	0.6	-	0.0	0.5	0.3
Single-Unit Trucks	0	9	0	9	0	16	1	17	0	0	0	0	0	0	0	0	26
% Single-Unit Trucks	0.0	1.8	-	1.7	0.0	6.2	0.4	3.4	-	0.0	0.0	0.0	0.0	-	0.0	0.0	2.1
Articulated Trucks	0	3	0	3	0	11	1	12	0	0	0	0	0	0	0	0	15
% Articulated Trucks	0.0	0.6	-	0.6	0.0	4.3	0.4	2.4	-	0.0	0.0	0.0	0.0	-	0.0	0.0	1.2
Bicycles on Road	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% Bicycles on Road	2.4	0.0	-	0.2	0.0	0.4	0.0	0.2	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2

Location: 47.5210780102162, -
111.241358667612

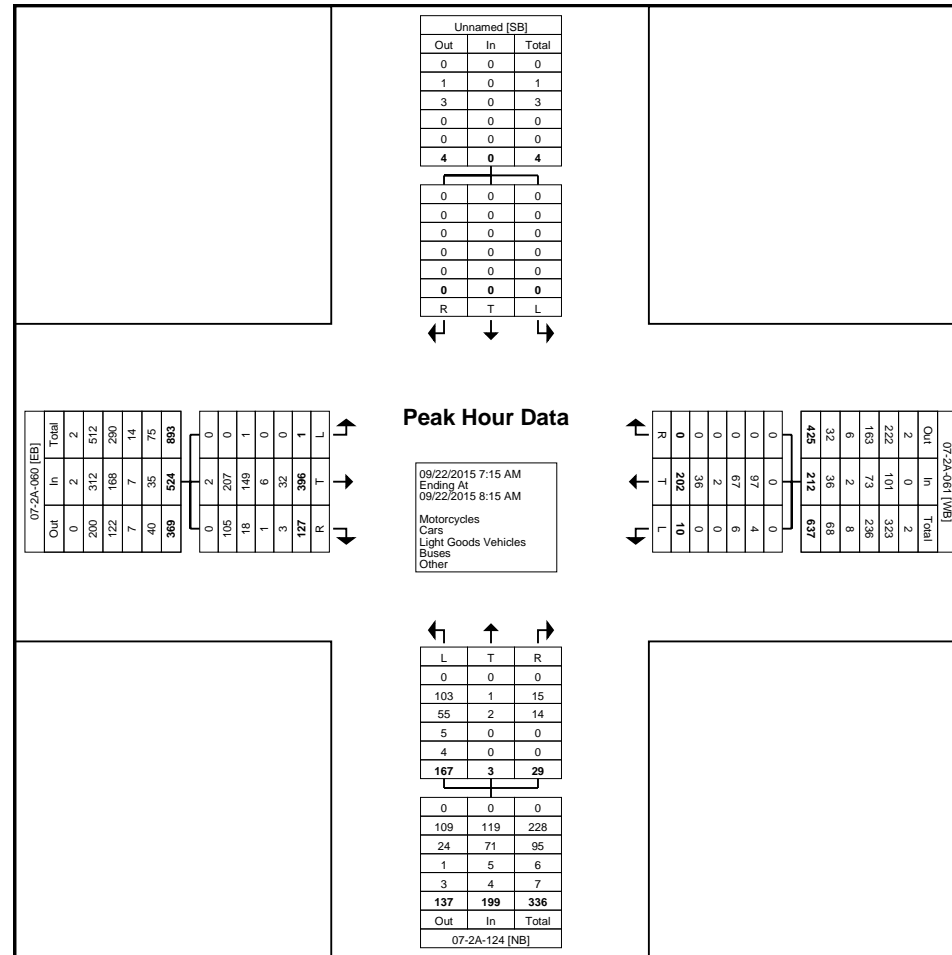


Turning Movement Peak Hour Data Plot (4:30 PM)

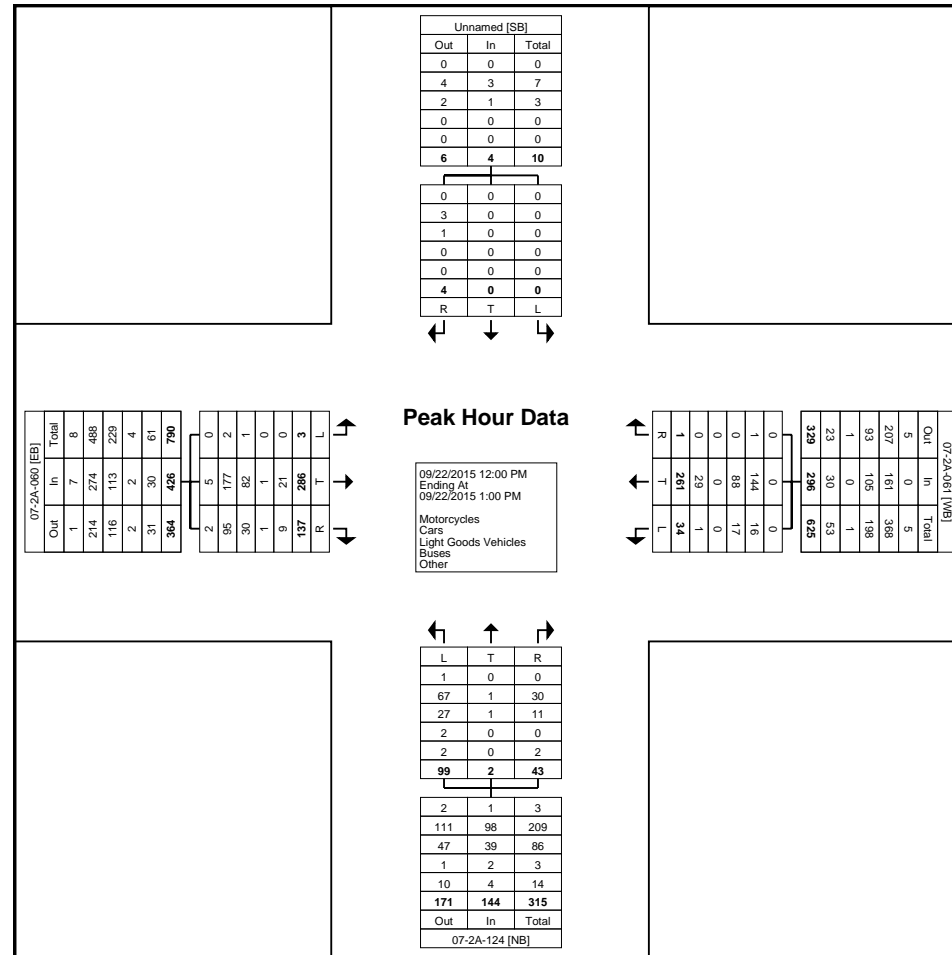
Location: 47.5210780102162, -
111.241358667612

Turning Movement Peak Hour Data (7:15 AM)

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
7:15 AM	1	49	0	50	0	99	33	132	0	0	0	0	36	1	3	40	222
7:30 AM	1	63	0	64	0	91	27	118	0	0	0	0	49	0	8	57	239
7:45 AM	4	49	0	53	0	116	38	154	0	0	0	0	54	0	8	62	269
8:00 AM	4	41	0	45	1	90	29	120	0	0	0	0	28	2	10	40	205
Total	10	202	0	212	1	396	127	524	0	0	0	0	167	3	29	199	935
Approach %	4.7	95.3	0.0	-	0.2	75.6	24.2	-	NaN	NaN	NaN	-	83.9	1.5	14.6	-	-
Total %	1.1	21.6	0.0	22.7	0.1	42.4	13.6	56.0	0.0	0.0	0.0	0.0	17.9	0.3	3.1	21.3	-
PHF	0.625	0.802	0.000	0.828	0.250	0.853	0.836	0.851	0.000	0.000	0.000	0.000	0.773	0.375	0.725	0.802	0.869
Motorcycles	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% Motorcycles	0.0	0.0	-	0.0	0.0	0.5	0.0	0.4	-	-	-	-	0.0	0.0	0.0	0.0	0.2
Cars	4	97	0	101	0	207	105	312	0	0	0	0	103	1	15	119	532
% Cars	40.0	48.0	-	47.6	0.0	52.3	82.7	59.5	-	-	-	-	61.7	33.3	51.7	59.8	56.9
Light Goods Vehicles	6	67	0	73	1	149	18	168	0	0	0	0	55	2	14	71	312
% Light Goods Vehicles	60.0	33.2	-	34.4	100.0	37.6	14.2	32.1	-	-	-	-	32.9	66.7	48.3	35.7	33.4
Buses	0	2	0	2	0	6	1	7	0	0	0	0	5	0	0	5	14
% Buses	0.0	1.0	-	0.9	0.0	1.5	0.8	1.3	-	-	-	-	3.0	0.0	0.0	2.5	1.5
Single-Unit Trucks	0	26	0	26	0	18	2	20	0	0	0	0	4	0	0	4	50
% Single-Unit Trucks	0.0	12.9	-	12.3	0.0	4.5	1.6	3.8	-	-	-	-	2.4	0.0	0.0	2.0	5.3
Articulated Trucks	0	10	0	10	0	14	1	15	0	0	0	0	0	0	0	0	25
% Articulated Trucks	0.0	5.0	-	4.7	0.0	3.5	0.8	2.9	-	-	-	-	0.0	0.0	0.0	0.0	2.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	-	-	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (7:15 AM)

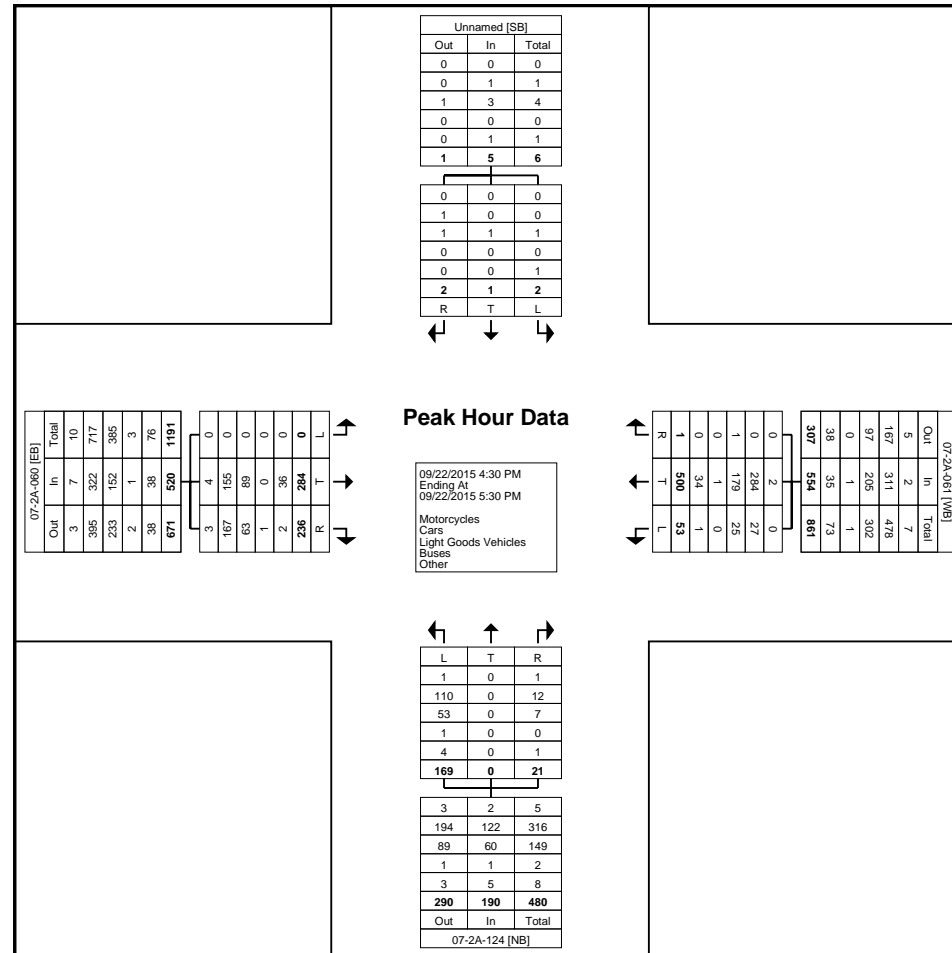


Turning Movement Peak Hour Data Plot (12:00 PM)

Location: 47.5210780102162, -
111.241358667612

Turning Movement Peak Hour Data (4:30 PM)

Start Time	07-2A-061 Westbound				07-2A-060 Eastbound				Unnamed Southbound				07-2A-124 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
4:30 PM	8	127	1	136	0	59	52	111	1	0	0	1	41	0	5	46	294
4:45 PM	11	128	0	139	0	60	66	126	0	0	0	0	42	0	3	45	310
5:00 PM	25	145	0	170	0	94	62	156	1	1	2	4	37	0	4	41	371
5:15 PM	9	100	0	109	0	71	56	127	0	0	0	0	49	0	9	58	294
Total	53	500	1	554	0	284	236	520	2	1	2	5	169	0	21	190	1269
Approach %	9.6	90.3	0.2	-	0.0	54.6	45.4	-	40.0	20.0	40.0	-	88.9	0.0	11.1	-	-
Total %	4.2	39.4	0.1	43.7	0.0	22.4	18.6	41.0	0.2	0.1	0.2	0.4	13.3	0.0	1.7	15.0	-
PHF	0.530	0.862	0.250	0.815	0.000	0.755	0.894	0.833	0.500	0.250	0.250	0.313	0.862	0.000	0.583	0.819	0.855
Motorcycles	0	2	0	2	0	4	3	7	0	0	0	0	1	0	1	2	11
% Motorcycles	0.0	0.4	0.0	0.4	-	1.4	1.3	1.3	0.0	0.0	0.0	0.0	0.6	-	4.8	1.1	0.9
Cars	27	284	0	311	0	155	167	322	0	0	1	1	110	0	12	122	756
% Cars	50.9	56.8	0.0	56.1	-	54.6	70.8	61.9	0.0	0.0	50.0	20.0	65.1	-	57.1	64.2	59.6
Light Goods Vehicles	25	179	1	205	0	89	63	152	1	1	1	3	53	0	7	60	420
% Light Goods Vehicles	47.2	35.8	100.0	37.0	-	31.3	26.7	29.2	50.0	100.0	50.0	60.0	31.4	-	33.3	31.6	33.1
Buses	0	1	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
% Buses	0.0	0.2	0.0	0.2	-	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.6	-	0.0	0.5	0.2
Single-Unit Trucks	1	22	0	23	0	24	2	26	0	0	0	0	4	0	1	5	54
% Single-Unit Trucks	1.9	4.4	0.0	4.2	-	8.5	0.8	5.0	0.0	0.0	0.0	0.0	2.4	-	4.8	2.6	4.3
Articulated Trucks	0	12	0	12	0	12	0	12	0	0	0	0	0	0	0	0	24
% Articulated Trucks	0.0	2.4	0.0	2.2	-	4.2	0.0	2.3	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	50.0	0.0	0.0	20.0	0.0	-	0.0	0.0	0.1



Turning Movement Peak Hour Data Plot (4:30 PM)

Location: 47.5210780102162, -
111.241358667612

Montana Department of Transportation
2701 Prospect

Helena, Montana, United States 59620
406-444-9417

Count Name: Great Falls_River_38th (Cascade)
Site Code:
Start Date: 09/21/2015
Page No: 20



























Appendix C

Existing Operational Analysis

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

11/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	352	86	12	144	218	72	242	47	393	195	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776	1776	1776	1776	1776	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	19	440	108	15	180	272	90	302	59	491	244	20
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	344	569	483	203	563	836	255	425	82	400	383	31
Arrive On Green	0.02	0.32	0.32	0.01	0.32	0.32	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1691	1776	1509	1691	1776	1509	1691	2822	544	1691	1620	133
Grp Volume(v), veh/h	19	440	108	15	180	272	90	179	182	491	0	264
Grp Sat Flow(s),veh/h/ln	1691	1776	1509	1691	1776	1509	1691	1687	1680	1691	0	1752
Q Serve(g_s), s	0.5	16.1	3.8	0.4	5.5	7.1	3.4	7.2	7.4	17.0	0.0	9.7
Cycle Q Clear(g_c), s	0.5	16.1	3.8	0.4	5.5	7.1	3.4	7.2	7.4	17.0	0.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.08
Lane Grp Cap(c), veh/h	344	569	483	203	563	836	255	254	253	400	0	414
V/C Ratio(X)	0.06	0.77	0.22	0.07	0.32	0.33	0.35	0.70	0.72	1.23	0.00	0.64
Avail Cap(c_a), veh/h	420	902	767	285	902	1124	400	399	397	400	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	22.1	17.9	18.0	18.6	8.7	27.4	29.0	29.1	27.4	0.0	24.7
Incr Delay (d2), s/veh	0.1	2.3	0.2	0.2	0.3	0.2	0.8	3.6	3.8	122.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.2	1.6	0.2	2.8	4.5	1.7	3.6	3.7	21.4	0.0	5.1
LnGrp Delay(d),s/veh	16.4	24.4	18.1	18.1	19.0	9.0	28.2	32.6	32.9	150.0	0.0	27.9
LnGrp LOS	B	C	B	B	B	A	C	C	C	F		C
Approach Vol, veh/h		567			467			451			755	
Approach Delay, s/veh		22.9			13.1			31.8			107.3	
Approach LOS		C			B			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.8	6.0	28.0		22.0	6.3	27.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		17.0	4.5	36.5		17.0	4.5	36.5				
Max Q Clear Time (g_c+I1), s		9.4	2.4	18.1		19.0	2.5	9.1				
Green Ext Time (p_c), s		1.4	0.0	4.9		0.0	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			51.1									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	477	254	26	364	84	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	568	302	31	433	100	42




















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	568
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	980
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	980
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	25.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	513	-	-	980	-
HCM Lane V/C Ratio	0.427	0.081	-	-	0.032	-
HCM Control Delay (s)	31.4	12.6	-	-	8.8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	2	0.3	-	-	0.1	-

























HCM 2010 Signalized Intersection Summary
 8: 38th St N & River Drive

11/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	391	135	8	200	0	184	1	26	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1759	1900	1759	1759	1900	1759	1759	1900	1900	1759	1900
Adj Flow Rate, veh/h	2	483	167	10	247	0	227	1	32	0	0	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	671	647	224	361	911	0	539	9	292	0	352	0
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1066	1251	432	735	1759	0	1675	46	1457	0	1759	0
Grp Volume(v), veh/h	2	0	650	10	247	0	227	0	33	0	0	0
Grp Sat Flow(s),veh/h/ln	1066	0	1683	735	1759	0	1675	0	1502	0	1759	0
Q Serve(g_s), s	0.0	0.0	10.8	0.4	2.8	0.0	4.4	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	10.8	11.1	2.8	0.0	4.4	0.0	0.6	0.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.00	1.00		0.97	0.00		0.00
Lane Grp Cap(c), veh/h	671	0	871	361	911	0	539	0	301	0	352	0
V/C Ratio(X)	0.00	0.00	0.75	0.03	0.27	0.00	0.42	0.00	0.11	0.00	0.00	0.00
Avail Cap(c_a), veh/h	1021	0	1425	603	1490	0	1149	0	848	0	993	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	0.0	6.7	11.1	4.8	0.0	13.1	0.0	11.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.0	0.2	0.0	0.5	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.2	0.1	1.3	0.0	2.1	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	5.6	0.0	8.0	11.1	5.0	0.0	13.6	0.0	11.7	0.0	0.0	0.0
LnGrp LOS	A		A	B	A		B		B			
Approach Vol, veh/h		652			257			260				0
Approach Delay, s/veh		8.0			5.2			13.4				0.0
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.1		23.3		12.1		23.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		6.4		12.8		0.0		13.1				
Green Ext Time (p_c), s		0.7		5.3		0.0		5.2				
Intersection Summary												
HCM 2010 Ctrl Delay			8.6									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

11/3/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	253	82	40	178	244	139	297	79	241	205	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1792	1792	1792	1792	1792	1792	1900	1900	1792	1900
Adj Flow Rate, veh/h	21	275	89	43	193	265	151	323	86	262	223	17
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	305	432	368	282	459	702	306	479	126	350	337	26
Arrive On Green	0.02	0.24	0.24	0.03	0.26	0.26	0.18	0.18	0.18	0.21	0.21	0.21
Sat Flow, veh/h	1707	1792	1524	1707	1792	1524	1707	2671	701	1707	1645	125
Grp Volume(v), veh/h	21	275	89	43	193	265	151	204	205	262	0	240
Grp Sat Flow(s),veh/h/ln	1707	1792	1524	1707	1792	1524	1707	1703	1669	1707	0	1770
Q Serve(g_s), s	0.5	8.1	2.8	1.1	5.3	6.7	4.7	6.6	6.8	8.5	0.0	7.3
Cycle Q Clear(g_c), s	0.5	8.1	2.8	1.1	5.3	6.7	4.7	6.6	6.8	8.5	0.0	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.07
Lane Grp Cap(c), veh/h	305	432	368	282	459	702	306	306	300	350	0	363
V/C Ratio(X)	0.07	0.64	0.24	0.15	0.42	0.38	0.49	0.67	0.68	0.75	0.00	0.66
Avail Cap(c_a), veh/h	401	1112	945	357	1115	1260	490	489	479	493	0	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	20.0	18.0	16.4	18.3	10.4	21.7	22.5	22.6	22.0	0.0	21.5
Incr Delay (d2), s/veh	0.1	1.6	0.3	0.2	0.6	0.3	1.2	2.5	2.8	3.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.2	1.2	0.5	2.7	3.9	2.3	3.3	3.3	4.4	0.0	3.7
LnGrp Delay(d),s/veh	16.5	21.6	18.3	16.7	18.9	10.7	23.0	25.0	25.3	25.9	0.0	23.6
LnGrp LOS	B	C	B	B	B	B	C	C	C	C		C
Approach Vol, veh/h		385			501			560			502	
Approach Delay, s/veh		20.5			14.4			24.6			24.8	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.6	7.0	19.2		17.1	6.2	20.1				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		16.9	4.6	36.5		17.0	4.5	36.6				
Max Q Clear Time (g_c+I1), s		8.8	3.1	10.1		10.5	2.5	8.7				
Green Ext Time (p_c), s		1.8	0.0	4.1		1.6	0.0	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	395	197	45	315	99	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	429	214	49	342	108	42




















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	429
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1099
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1099
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	613	-	-	1099	-
HCM Lane V/C Ratio	0.358	0.069	-	-	0.045	-
HCM Control Delay (s)	23.5	11.3	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.6	0.2	-	-	0.1	-

























HCM 2010 Signalized Intersection Summary
 8: 38th St N & River Drive

11/3/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	275	132	33	251	1	98	2	43	0	0	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1776	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	3	309	148	37	282	1	110	2	48	0	0	4
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	624	496	237	482	772	3	510	10	252	0	0	261
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.17	0.17	0.17	0.00	0.00	0.17
Sat Flow, veh/h	1041	1136	544	887	1768	6	1341	61	1458	0	0	1509
Grp Volume(v), veh/h	3	0	457	37	0	283	110	0	50	0	0	4
Grp Sat Flow(s),veh/h/ln	1041	0	1680	887	0	1775	1341	0	1518	0	0	1509
Q Serve(g_s), s	0.0	0.0	5.4	0.9	0.0	2.7	1.9	0.0	0.7	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.8	0.0	5.4	6.3	0.0	2.7	2.0	0.0	0.7	0.0	0.0	0.1
Prop In Lane	1.00		0.32	1.00		0.00	1.00		0.96	0.00		1.00
Lane Grp Cap(c), veh/h	624	0	733	482	0	775	510	0	262	0	0	261
V/C Ratio(X)	0.00	0.00	0.62	0.08	0.00	0.37	0.22	0.00	0.19	0.00	0.00	0.02
Avail Cap(c_a), veh/h	862	0	1116	684	0	1179	1222	0	1068	0	0	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	5.6	8.0	0.0	4.8	9.6	0.0	9.1	0.0	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.1	0.0	0.3	0.2	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.6	0.2	0.0	1.4	0.7	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	5.8	0.0	6.5	8.1	0.0	5.1	9.8	0.0	9.4	0.0	0.0	8.8
LnGrp LOS	A		A	A		A	A		A			A
Approach Vol, veh/h		460			320			160				4
Approach Delay, s/veh		6.4			5.5			9.7				8.8
Approach LOS		A			A			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.4		16.2		9.4		16.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		17.0		18.0		17.0				
Max Q Clear Time (g_c+I1), s		4.0		7.4		2.1		8.3				
Green Ext Time (p_c), s		0.5		3.1		0.5		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

11/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	326	92	39	313	403	149	435	53	338	206	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	21	362	102	43	348	448	166	483	59	376	229	28
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	221	532	452	255	555	824	337	603	73	394	362	44
Arrive On Green	0.02	0.29	0.29	0.03	0.30	0.30	0.19	0.19	0.19	0.22	0.22	0.22
Sat Flow, veh/h	1757	1845	1568	1757	1845	1568	1757	3147	383	1757	1613	197
Grp Volume(v), veh/h	21	362	102	43	348	448	166	268	274	376	0	257
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1777	1757	0	1810
Q Serve(g_s), s	0.6	13.2	3.8	1.3	12.3	14.4	6.4	11.1	11.2	16.0	0.0	9.7
Cycle Q Clear(g_c), s	0.6	13.2	3.8	1.3	12.3	14.4	6.4	11.1	11.2	16.0	0.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.11
Lane Grp Cap(c), veh/h	221	532	452	255	555	824	337	336	341	394	0	406
V/C Ratio(X)	0.09	0.68	0.23	0.17	0.63	0.54	0.49	0.80	0.80	0.95	0.00	0.63
Avail Cap(c_a), veh/h	292	889	756	304	889	1108	394	393	399	394	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	23.9	20.5	19.2	22.8	11.9	27.3	29.2	29.2	29.0	0.0	26.5
Incr Delay (d2), s/veh	0.2	1.5	0.3	0.3	1.2	0.6	1.1	9.6	9.9	33.4	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.9	1.6	0.6	6.5	9.2	3.2	6.3	6.4	11.4	0.0	5.2
LnGrp Delay(d),s/veh	19.5	25.4	20.8	19.5	24.0	12.5	28.4	38.8	39.1	62.4	0.0	29.7
LnGrp LOS	B	C	C	B	C	B	C	D	D	E		C
Approach Vol, veh/h		485			839			708			633	
Approach Delay, s/veh		24.2			17.6			36.5			49.1	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.5	7.4	26.8		22.0	6.4	27.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		17.0	4.5	36.5		17.0	4.5	36.5				
Max Q Clear Time (g_c+I1), s		13.2	3.3	15.2		18.0	2.6	16.4				
Green Ext Time (p_c), s		1.4	0.0	6.5		0.0	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			31.3									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	494	256	54	622	100	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	568	294	62	715	115	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	568
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	989
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	989
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-




















Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	75.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	517	-	-	989	-
HCM Lane V/C Ratio	0.809	0.062	-	-	0.063	-
HCM Control Delay (s)	92.7	12.4	-	-	8.9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	5.1	0.2	-	-	0.2	-

HCM 2010 Signalized Intersection Summary

8: 38th St N & River Drive

11/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	273	227	51	480	1	167	0	21	2	1	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1792	1792	1900	1792	1792	1900	1900	1792	1900
Adj Flow Rate, veh/h	0	317	264	59	558	1	194	0	24	2	1	2
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	202	467	389	406	923	2	478	0	309	220	110	126
Arrive On Green	0.00	0.52	0.52	0.52	0.52	0.52	0.20	0.00	0.20	0.20	0.20	0.20
Sat Flow, veh/h	815	905	754	799	1789	3	1355	0	1524	385	544	620
Grp Volume(v), veh/h	0	0	581	59	0	559	194	0	24	5	0	0
Grp Sat Flow(s),veh/h/ln	815	0	1659	799	0	1792	1355	0	1524	1549	0	0
Q Serve(g_s), s	0.0	0.0	9.3	2.1	0.0	7.8	4.6	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	9.3	11.4	0.0	7.8	4.7	0.0	0.5	0.1	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.00	1.00		1.00	0.40		0.40
Lane Grp Cap(c), veh/h	202	0	856	406	0	925	478	0	309	456	0	0
V/C Ratio(X)	0.00	0.00	0.68	0.15	0.00	0.60	0.41	0.00	0.08	0.01	0.00	0.00
Avail Cap(c_a), veh/h	309	0	1073	511	0	1159	851	0	728	864	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	6.4	10.6	0.0	6.1	13.2	0.0	11.5	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.2	0.0	0.6	0.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.5	0.5	0.0	3.9	1.8	0.0	0.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	7.6	10.8	0.0	6.7	13.7	0.0	11.6	11.3	0.0	0.0
LnGrp LOS			A	B		A	B		B	B		
Approach Vol, veh/h		581			618			218				5
Approach Delay, s/veh		7.6			7.1			13.5				11.3
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.2		23.4		12.2		23.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		17.0		23.0		17.0		23.0				
Max Q Clear Time (g_c+I1), s		6.7		11.3		2.1		13.4				
Green Ext Time (p_c), s		0.5		5.7		0.6		5.0				
Intersection Summary												
HCM 2010 Ctrl Delay			8.3									
HCM 2010 LOS			A									



























Appendix D

Projected Operational Analysis

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

11/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	352	86	12	144	218	72	242	47	393	195	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776	1776	1776	1776	1776	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	22	517	126	18	211	320	106	355	69	577	286	23
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	311	599	509	152	594	928	262	437	84	474	454	37
Arrive On Green	0.02	0.34	0.34	0.02	0.33	0.33	0.15	0.15	0.15	0.28	0.28	0.28
Sat Flow, veh/h	1691	1776	1509	1691	1776	1509	1691	2824	543	1691	1622	130
Grp Volume(v), veh/h	22	517	126	18	211	320	106	211	213	577	0	309
Grp Sat Flow(s),veh/h/ln	1691	1776	1509	1691	1776	1509	1691	1687	1680	1691	0	1753
Q Serve(g_s), s	0.8	25.7	5.7	0.7	8.5	9.8	5.3	11.4	11.6	26.4	0.0	14.5
Cycle Q Clear(g_c), s	0.8	25.7	5.7	0.7	8.5	9.8	5.3	11.4	11.6	26.4	0.0	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.07
Lane Grp Cap(c), veh/h	311	599	509	152	594	928	262	261	260	474	0	491
V/C Ratio(X)	0.07	0.86	0.25	0.12	0.36	0.34	0.41	0.81	0.82	1.22	0.00	0.63
Avail Cap(c_a), veh/h	360	693	589	206	693	1012	310	310	308	474	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.2	22.6	23.6	23.7	8.9	35.9	38.5	38.6	33.9	0.0	29.7
Incr Delay (d2), s/veh	0.1	9.9	0.3	0.3	0.4	0.2	1.0	12.6	14.0	116.3	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	14.1	2.4	0.3	4.2	7.1	2.5	6.2	6.4	27.5	0.0	7.4
LnGrp Delay(d),s/veh	20.5	39.1	22.8	24.0	24.0	9.1	36.9	51.1	52.6	150.2	0.0	32.2
LnGrp LOS	C	D	C	C	C	A	D	D	D	F		C
Approach Vol, veh/h		665			549			530			886	
Approach Delay, s/veh		35.4			15.3			48.9			109.1	
Approach LOS		D			B			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.6	6.5	36.8		31.4	6.8	36.5				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		17.3	4.5	36.8		26.4	4.5	36.8				
Max Q Clear Time (g_c+I1), s		13.6	2.7	27.7		28.4	2.8	11.8				
Green Ext Time (p_c), s		1.0	0.0	4.1		0.0	0.0	6.6				
Intersection Summary												
HCM 2010 Ctrl Delay			58.7									
HCM 2010 LOS			E									

Intersection

Int Delay, s/veh 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	477	254	26	364	84	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	700	373	38	534	123	51




















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	700
Stage 1	-	-	700
Stage 2	-	-	610
Critical Hdwy	-	4.17	6.47
Critical Hdwy Stg 1	-	-	5.47
Critical Hdwy Stg 2	-	-	5.47
Follow-up Hdwy	-	2.263	3.563
Pot Cap-1 Maneuver	-	874	171
Stage 1	-	-	483
Stage 2	-	-	533
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	874	164
Mov Cap-2 Maneuver	-	-	164
Stage 1	-	-	483
Stage 2	-	-	510

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	56.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	431	-	-	874	-
HCM Lane V/C Ratio	0.752	0.119	-	-	0.044	-
HCM Control Delay (s)	73.8	14.5	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.7	0.4	-	-	0.1	-

























HCM 2010 Signalized Intersection Summary
 8: 38th St N & River Drive

11/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	391	135	8	200	0	184	1	26	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1759	1900	1759	1759	1900	1759	1759	1900	1900	1759	1900
Adj Flow Rate, veh/h	3	574	198	12	293	0	270	1	38	0	0	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	647	702	242	287	986	0	519	8	310	0	373	0
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Sat Flow, veh/h	1022	1251	432	656	1759	0	1675	38	1463	0	1759	0
Grp Volume(v), veh/h	3	0	772	12	293	0	270	0	39	0	0	0
Grp Sat Flow(s),veh/h/ln	1022	0	1683	656	1759	0	1675	0	1501	0	1759	0
Q Serve(g_s), s	0.1	0.0	16.4	0.7	3.9	0.0	6.7	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	16.4	17.1	3.9	0.0	6.7	0.0	0.9	0.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.00	1.00		0.97	0.00		0.00
Lane Grp Cap(c), veh/h	647	0	944	287	986	0	519	0	318	0	373	0
V/C Ratio(X)	0.00	0.00	0.82	0.04	0.30	0.00	0.52	0.00	0.12	0.00	0.00	0.00
Avail Cap(c_a), veh/h	817	0	1224	396	1279	0	849	0	614	0	719	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	7.8	14.8	5.1	0.0	16.3	0.0	14.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.5	0.1	0.2	0.0	0.8	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.2	0.1	1.9	0.0	3.2	0.0	0.4	0.0	0.0	0.0
LnGrp Delay(d),s/veh	6.1	0.0	11.3	14.8	5.3	0.0	17.1	0.0	14.2	0.0	0.0	0.0
LnGrp LOS	A		B	B	A		B		B			
Approach Vol, veh/h		775			305			309			0	
Approach Delay, s/veh		11.3			5.6			16.7			0.0	
Approach LOS		B			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.3		29.7		14.3		29.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		32.0		18.0		32.0				
Max Q Clear Time (g_c+I1), s		8.7		18.4		0.0		19.1				
Green Ext Time (p_c), s		0.7		5.8		0.0		5.6				
Intersection Summary												
HCM 2010 Ctrl Delay			11.3									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

11/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	253	82	40	178	244	139	297	79	241	205	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1792	1792	1792	1792	1792	1792	1900	1900	1792	1900
Adj Flow Rate, veh/h	28	371	120	59	261	358	204	436	116	354	301	23
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	271	510	433	242	534	790	339	530	140	376	363	28
Arrive On Green	0.02	0.28	0.28	0.04	0.30	0.30	0.20	0.20	0.20	0.22	0.22	0.22
Sat Flow, veh/h	1707	1792	1524	1707	1792	1524	1707	2667	704	1707	1645	126
Grp Volume(v), veh/h	28	371	120	59	261	358	204	277	275	354	0	324
Grp Sat Flow(s),veh/h/ln	1707	1792	1524	1707	1792	1524	1707	1703	1668	1707	0	1770
Q Serve(g_s), s	0.9	14.4	4.7	1.9	9.2	11.4	8.4	12.0	12.2	15.7	0.0	13.5
Cycle Q Clear(g_c), s	0.9	14.4	4.7	1.9	9.2	11.4	8.4	12.0	12.2	15.7	0.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.07
Lane Grp Cap(c), veh/h	271	510	433	242	534	790	339	338	331	376	0	390
V/C Ratio(X)	0.10	0.73	0.28	0.24	0.49	0.45	0.60	0.82	0.83	0.94	0.00	0.83
Avail Cap(c_a), veh/h	331	849	721	278	849	1057	376	375	368	376	0	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	24.9	21.4	19.8	22.2	11.7	28.1	29.6	29.6	29.6	0.0	28.7
Incr Delay (d2), s/veh	0.2	2.0	0.3	0.5	0.7	0.4	2.2	12.3	13.6	31.5	0.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.4	2.0	0.9	4.7	7.1	4.2	6.8	6.8	10.7	0.0	8.1
LnGrp Delay(d),s/veh	19.4	26.9	21.8	20.3	22.9	12.1	30.4	41.9	43.2	61.1	0.0	42.7
LnGrp LOS	B	C	C	C	C	B	C	D	D	E		D
Approach Vol, veh/h		519			678			756			678	
Approach Delay, s/veh		25.3			17.0			39.3			52.3	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.3	7.9	26.9		22.0	6.8	28.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		17.0	4.5	36.5		17.0	4.5	36.5				
Max Q Clear Time (g_c+I1), s		14.2	3.9	16.4		17.7	2.9	13.4				
Green Ext Time (p_c), s		1.1	0.0	5.5		0.0	0.0	5.7				
Intersection Summary												
HCM 2010 Ctrl Delay			34.1									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	395	197	45	315	99	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	580	289	66	462	145	57




















Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	580
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	965
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	965
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	51
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	192	503	-	-	965	-
HCM Lane V/C Ratio	0.757	0.114	-	-	0.068	-
HCM Control Delay (s)	65.9	13.1	-	-	9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	5	0.4	-	-	0.2	-

























HCM 2010 Signalized Intersection Summary
 8: 38th St N & River Drive

11/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	275	132	33	251	1	98	2	43	0	0	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1900	1776	1776	1900	1776	1776	1900	1900	1776	1900
Adj Flow Rate, veh/h	4	404	194	48	368	1	144	3	63	0	0	6
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	599	598	287	418	932	3	448	12	261	0	0	271
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.18	0.18	0.18	0.00	0.00	0.18
Sat Flow, veh/h	962	1135	545	779	1770	5	1339	69	1451	0	0	1509
Grp Volume(v), veh/h	4	0	598	48	0	369	144	0	66	0	0	6
Grp Sat Flow(s),veh/h/ln	962	0	1680	779	0	1775	1339	0	1520	0	0	1509
Q Serve(g_s), s	0.1	0.0	8.9	1.6	0.0	4.2	3.4	0.0	1.3	0.0	0.0	0.1
Cycle Q Clear(g_c), s	4.3	0.0	8.9	10.6	0.0	4.2	3.5	0.0	1.3	0.0	0.0	0.1
Prop In Lane	1.00		0.32	1.00		0.00	1.00		0.95	0.00		1.00
Lane Grp Cap(c), veh/h	599	0	884	418	0	935	448	0	273	0	0	271
V/C Ratio(X)	0.01	0.00	0.68	0.11	0.00	0.39	0.32	0.00	0.24	0.00	0.00	0.02
Avail Cap(c_a), veh/h	855	0	1332	625	0	1408	915	0	804	0	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	0.0	5.9	9.8	0.0	4.8	12.9	0.0	12.0	0.0	0.0	11.5
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.1	0.0	0.3	0.4	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.4	0.0	2.1	1.3	0.0	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	6.1	0.0	6.8	9.9	0.0	5.1	13.4	0.0	12.4	0.0	0.0	11.5
LnGrp LOS	A		A	A		A	B		B			B
Approach Vol, veh/h		602			417			210				6
Approach Delay, s/veh		6.8			5.6			13.1				11.5
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.1		22.9		11.1		22.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		27.0		18.0		27.0				
Max Q Clear Time (g_c+I1), s		5.5		10.9		2.1		12.6				
Green Ext Time (p_c), s		0.6		5.7		0.7		5.4				
Intersection Summary												
HCM 2010 Ctrl Delay			7.5									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 3: 15th St N & River Drive

12/9/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	326	92	39	313	403	149	435	53	338	206	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	28	478	135	57	459	591	219	638	78	496	302	37
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	171	597	507	200	618	888	371	664	81	406	373	46
Arrive On Green	0.02	0.32	0.32	0.03	0.34	0.34	0.21	0.21	0.21	0.23	0.23	0.23
Sat Flow, veh/h	1757	1845	1568	1757	1845	1568	1757	3145	384	1757	1612	198
Grp Volume(v), veh/h	28	478	135	57	459	591	219	355	361	496	0	339
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1777	1757	0	1810
Q Serve(g_s), s	1.1	23.5	6.3	2.1	21.9	26.1	11.2	19.9	20.0	23.0	0.0	17.6
Cycle Q Clear(g_c), s	1.1	23.5	6.3	2.1	21.9	26.1	11.2	19.9	20.0	23.0	0.0	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.11
Lane Grp Cap(c), veh/h	171	597	507	200	618	888	371	370	375	406	0	418
V/C Ratio(X)	0.16	0.80	0.27	0.29	0.74	0.67	0.59	0.96	0.96	1.22	0.00	0.81
Avail Cap(c_a), veh/h	213	677	575	221	677	938	371	370	375	406	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	30.7	24.9	24.3	29.3	15.0	35.4	38.8	38.8	38.2	0.0	36.2
Incr Delay (d2), s/veh	0.4	6.1	0.3	0.8	4.0	1.7	2.5	36.2	36.5	119.8	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.0	2.8	1.1	11.8	16.5	5.7	13.4	13.6	24.6	0.0	10.1
LnGrp Delay(d),s/veh	24.4	36.8	25.2	25.0	33.3	16.7	37.8	75.1	75.4	158.1	0.0	47.6
LnGrp LOS	C	D	C	C	C	B	D	E	E	F		D
Approach Vol, veh/h		641			1107			935			835	
Approach Delay, s/veh		33.8			24.0			66.5			113.2	
Approach LOS		C			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.0	8.3	37.2		28.0	7.2	38.3				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		21.0	4.5	36.5		23.0	4.5	36.5				
Max Q Clear Time (g_c+I1), s		22.0	4.1	25.5		25.0	3.1	28.1				
Green Ext Time (p_c), s		0.0	0.0	6.3		0.0	0.0	5.2				
Intersection Summary												
HCM 2010 Ctrl Delay			58.3									
HCM 2010 LOS			E									

Intersection

Int Delay, s/veh 33.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	494	256	54	622	100	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	250	150	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	725	376	79	913	147	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	725
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	864
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	864
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	\$ 407.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	420	-	-	864	-
HCM Lane V/C Ratio	1.857	0.098	-	-	0.092	-
HCM Control Delay (s)	\$ 517.9	14.5	-	-	9.6	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	12.8	0.3	-	-	0.3	-




















Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary

8: 38th St N & River Drive

12/9/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	273	227	51	480	1	167	0	21	2	1	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1792	1792	1900	1792	1792	1900	1900	1792	1900
Adj Flow Rate, veh/h	0	401	333	75	704	1	245	0	31	3	1	3
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	143	525	436	313	1037	1	445	0	338	209	84	143
Arrive On Green	0.00	0.58	0.58	0.58	0.58	0.58	0.22	0.00	0.22	0.22	0.22	0.22
Sat Flow, veh/h	712	907	753	693	1789	3	1354	0	1524	482	378	646
Grp Volume(v), veh/h	0	0	734	75	0	705	245	0	31	7	0	0
Grp Sat Flow(s),veh/h/ln	712	0	1660	693	0	1792	1354	0	1524	1506	0	0
Q Serve(g_s), s	0.0	0.0	16.8	4.6	0.0	13.7	8.4	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.8	21.4	0.0	13.7	8.6	0.0	0.8	0.2	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.00	1.00		1.00	0.43		0.43
Lane Grp Cap(c), veh/h	143	0	961	313	0	1038	445	0	338	436	0	0
V/C Ratio(X)	0.00	0.00	0.76	0.24	0.00	0.68	0.55	0.00	0.09	0.02	0.00	0.00
Avail Cap(c_a), veh/h	184	0	1056	353	0	1140	629	0	545	635	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.0	16.0	0.0	7.3	18.6	0.0	15.5	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.1	0.4	0.0	1.5	1.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.4	0.9	0.0	7.1	3.3	0.0	0.3	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	11.0	16.4	0.0	8.8	19.6	0.0	15.7	15.3	0.0	0.0
LnGrp LOS			B	B		A	B		B	B		
Approach Vol, veh/h		734			780			276				7
Approach Delay, s/veh		11.0			9.5			19.2				15.3
Approach LOS		B			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.2		34.1		16.2		34.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		32.0		18.0		32.0				
Max Q Clear Time (g_c+I1), s		10.6		18.8		2.2		23.4				
Green Ext Time (p_c), s		0.6		7.9		0.8		5.8				
Intersection Summary												
HCM 2010 Ctrl Delay			11.7									
HCM 2010 LOS			B									