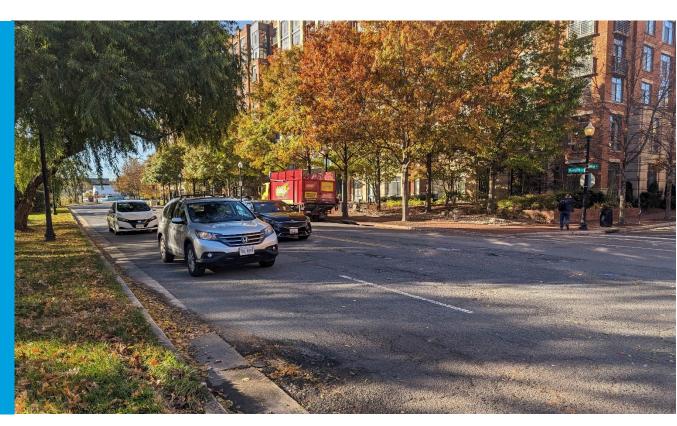


PRELIMINARY



HOLLAND LANE
CORRIDOR ACCESS AND SAFETY IMPROVEMENTS
TRAFFIC ANALYSIS STUDY

March 29, 2024



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1. Project Background

Holland Lane is a four-lane, undivided roadway in the Carlyle / Eisenhower East neighborhood of Alexandria. It provides access to high-density housing, retail, restaurants, parks, and more. While the surrounding area is largely urban and walkable, Holland Lane provides limited infrastructure for people walking and biking. In particular, there are limited crossing opportunities and no on-street bicycle facilities.

The City of Alexandria is committed to enhancing mobility, access, safety, and comfort for all roadway users. The City's Complete Streets Policy calls for making multimodal improvements via existing projects wherever possible, including with street resurfacing. The City's adopted Alexandria Mobility Plan (AMP) calls for "build[ing] out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably". The AMP Proposed Bicycle Network also includes a recommended *enhanced bicycle facility* on Holland Lane.

As part of an upcoming resurfacing project (scheduled for Summer 2025), The City is planning to implement improvements to enhance the street function for multimodal road users.

2. Existing Conditions

A. Site Description

The study corridor is an approximately 0.26-mile segment of Holland Lane running north-south through the Caryle and Eisenhower East neighborhood. Between Eisenhower Avenue and Jamieson Avenue, Holland Lane is an undivided, four-lane, two-way road classified as a minor arterial. Between Jamieson Avenue and Duke Street, the road widens to a five-lane cross-section with a raised median. No on-street parking is permitted at any point along the corridor; however, during field observations, casual curbside parking and loading was noted to occur. No transit routes or bicycle facilities are present on the study corridor. Land use is a mix between residential and commercial, with a park and cemetery located along the east side of the road south of Jamieson Avenue.

Five intersections are located along the study corridor: three are signalized (Duke Street, Jamieson Avenue, and Eisenhower Avenue), while two are unsignalized (Ballenger Avenue and Emerson Avenue). A map of the study corridor is presented in Figure 1.

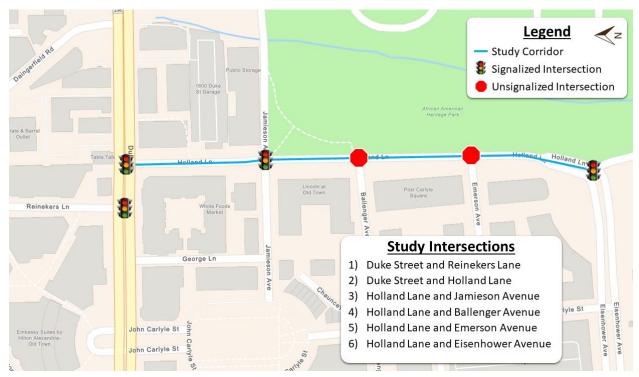


FIGURE 1: MAP OF THE STUDY CORRIDOR

The typical cross-section between Eisenhower Avenue and Jamieson Avenue is presented in Figure 2; the cross-section between Jamieson Avenue and Duke Street is presented in Figure 3.

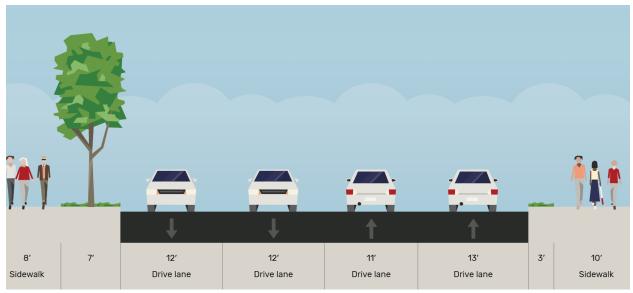


FIGURE 2: EXISTING HOLLAND LANE CROSS-SECTION FROM EISENHOWER AVENUE TO JAMIESON AVENUE

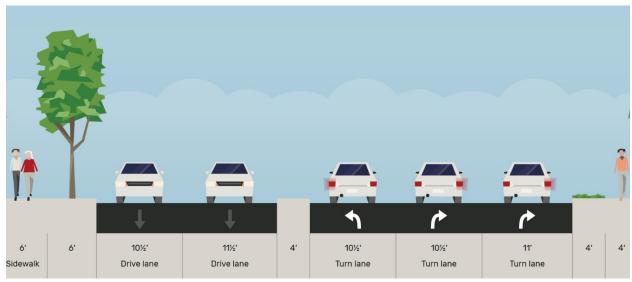


FIGURE 3: EXISTING HOLLAND LANE CROSS-SECTION FROM JAMIESON AVENUE TO DUKE STREET

B. Volume Data

The City of Alexandria provided Mead & Hunt with volume data that were collected in June 2023. Intersection turning movement counts (TMCs) were collected at five intersections along Holland Lane, while tube counts were also collected at two points along the corridor. To obtain a uniform analysis peak hour, the peak hour at the Duke Street and Holland Lane intersection was chosen and applied to all other intersections along the study corridor. The morning (AM) peak hour was 8:00 AM – 9:00 AM; the afternoon (PM) peak hour was 5:00 PM – 6:00 PM. All TMC data provided by The City are included as part of Appendix A.

In addition to TMC data, the City also provided Mead & Hunt with ADT data collected over multiple days in June 2023 at two locations along the corridor: between Jamieson Avenue and Ballenger Avenue, and between Emerson Avenue and Eisenhower Avenue. The ADT for each location is summarized below in Table 1.

TABLE 1: HOLLAND LANE ADT SUMMARY

	Location				
Data Collection Date	Between Jamieson Avenue and Ballenger Avenue	Between Emerson Avenue and Eisenhower Avenue			
Tuesday, June 6, 2023	8,812	7,100			
Wednesday June 7, 2023	9,356	7,878			
Thursday June 8, 2023	8,579	7,143			
3-Day Average	8,916	7,374			

C. Crash Data

Mead & Hunt reviewed the crash data available on VDOT's Crash Analysis Tool and identified all crashes that occurred on the study corridor. The City of Alexandria provided detailed narratives for these crashes. From January 1, 2018, to November 30, 2023, 13 crashes occurred along the study corridor. The most predominant crash type was pedestrian-related crashes, of which there were six (6). The remaining crash

types included two (2) sideswipe, two (2) left turn, two (2) fixed object, and one (1) rear end. A breakdown of the crashes by intersection is presented in Figure 4. A further breakdown of the crashes by type and intersection is presented in Table 2.

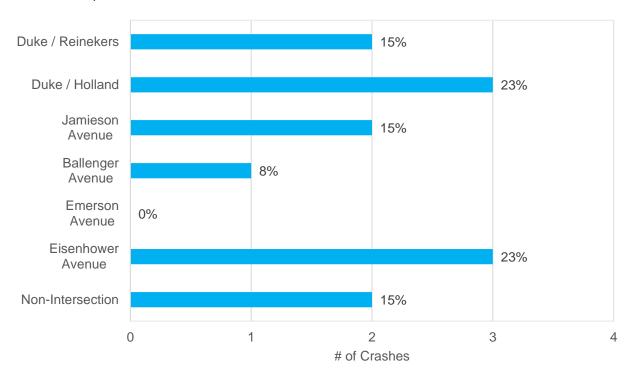


FIGURE 4: HOLLAND LANE CRASH BREAKDOWN BY INTERSECTION

TABLE 2: HOLLAND LANE CRASH BREAKDOWN BY TYPE AND INTERSECTION

Intersection	Duke / Reinekers	Duke / Holland	Jamieson Avenue	Ballenger Avenue	Emerson Avenue	Eisenhower Avenue	Non- Intersection
Sideswipe	1					1	
Rear End		1					
Left Turn		1	1				
Bicycle							
Pedestrian	1	1	1	1			2
Angle							
Parked Vehicle							
Fixed Object						2	
Backing							
Head On							
Unknown							
Total	2	3	2	1	0	3	2
Percentage	15%	23%	15%	8%	0%	23%	15%

A review of the detailed crash narratives indicates several trends in the data. First, two pedestrian-involved crashes were reported involving a vehicle exiting the Whole Foods driveway just north of Jamieson Avenue. Second, the two fixed object crashes both occurred at the intersection of Eisenhower Avenue and Holland Lane. One involved a piece of construction equipment during the signal installation project; the other occurred during a police chase. Third, two of the remaining pedestrian crashes occurred on Holland Lane: one at Ballenger Avenue and one at Jamieson Avenue. Both crashes involved vehicles turning left off the side streets and striking a pedestrian crossing Holland Lane. And finally, the remaining two pedestrian crashes occurred on Duke Street. One involved a pedestrian crossing Duke Street on the west leg of Holland Lane where no marked crosswalk is present; the other involved a pedestrian crossing Reinekers Lane and a vehicle turning right from Reienkers Lane to Duke Street.

D. Speed Data

The City of Alexandria provided Mead & Hunt with 24-hour speed data that was collected in June 2023. The measurements were taken at two locations along the corridor: between Jamieson Avenue and Ballenger Avenue, and between Emerson Avenue and Eisenhower Avenue. Average speed by direction over a 24-hour period is presented for both sites in Figure 5 and Figure 6.

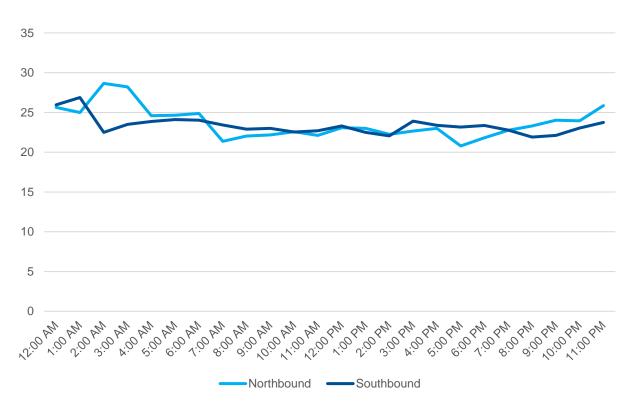


FIGURE 5: AVERAGE SPEED - HOLLAND LANE BETWEEN JAMIESON AVENUE AND BALLENGER AVENUE

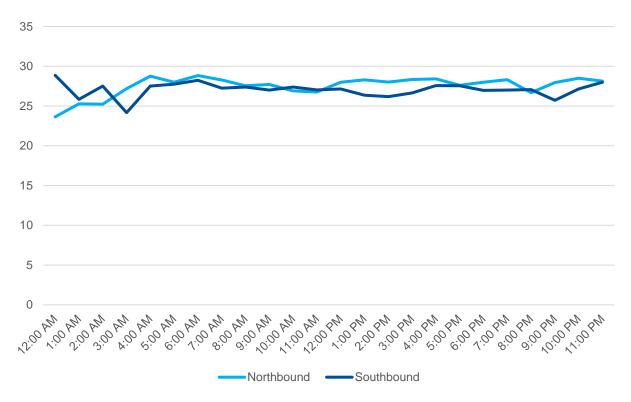


FIGURE 6: AVERAGE SPEED - HOLLAND LANE BETWEEN EMERSON AVENUE AND EISENHOWER AVENUE

When referencing Figure 5 and Figure 6, it does not appear that there are large fluctuations in speed by time of day, with the exception of a slight uptick in averages speed in the early morning hours (2:00 AM – 3:00 AM) in the northern segment (between Jamieson Avenue and Ballenger Avenue).

In addition to 24-hour speed measurements, aggregated speed data is presented for both sites by direction in Table 3. Metrics provided include posted speed limit, average speed, 85th-percentile speed, and percent enforceable (defined as the percent of vehicles traveling over 10 mph above the posted speed limit).

TABLE 3: HOLLAND LANE SPEED DATA

Direction	Posted Speed Limit (mph)	Average Speed (mph)	85th-Percentile Speed (mph)	Percent Enforceable (%)							
	Between Jamieson Avenue and Ballenger Avenue										
Northbound	25	22	29	1%							
Southbound	25	23	28	1%							
	Between Emerson Avenue and Eisenhower Avenue										
Northbound	25	28	33	3%							
Southbound	25	27	32	2%							

As shown in Table 3, speeds along the southern segment of the corridor are slightly higher than those in the northern section for all metrics. This may be due in part to the lack of traffic control along the southern segment of the corridor, as Holland Lane is uncontrolled at both Emerson Avenue and Ballenger Avenue. Along the northern segment of the corridor, vehicles may be more impacted by the signalized intersections at Jamieson Avenue and Duke Street, resulting in lower speeds. Overall, however, the percent enforceable was noted to be low along the entire study corridor.

3. Proposed Countermeasures

The following section details the treatments and alternatives considered to improve safety and multimodal mobility along Holland Lane. The alternatives analyzed as part of this study were developed and refined during a design charrette facilitated by Mead & Hunt involving over a dozen City staff from various internal stakeholders. The charrette included a review of existing corridor conditions, evaluation and debate of multiple cross-sections and treatment alternatives, and a preliminary selection of a set of alternatives to advance to this study.

The alternatives and treatments selected to advance maximize the potential safety and mobility benefits to the corridor. Examples of treatments that were considered and the primary reasons they were not advanced are shown in Table 4.

TABLE 4: REJECTED TREATMENTS FOR THE HOLLAND LANE CORRIDOR

Rejected Treatment	Primary Reason for Rejection		
Two-Way Left Turn Lanes (TWLTL) and/or left turn pockets at intersections	Precludes the provision of median refuge islands		
Unbuffered/unprotected standard bicycle lanes	Increased potential for vulnerable user conflicts and bike lane blockage		
Parking boxes on one or both sides of Holland Avenue	Parking boxes reduce width available for bicycle lanes, buffers, and median refuges; there are also limited opportunities to provide parking due to driveways on the west side and limited demand on the east side of Holland Lane		

Ultimately these treatments were not included as part of the proposed alternatives except that a parking box is proposed along the west side of Holland Avenue between Jamieson Avenue and Duke Street in one of the alternatives.

A. Bicycle Improvements

On-street protected bicycle lanes were included as a treatment in each of the corridor alternatives in accordance with the *enhanced bicycle facility* envisioned for Holland Lane as part of the Alexandria Mobility Plan. Three (3) alternative corridor configurations for on-street protected bicycle lanes were considered and evaluated as part of this study:

- Corridor Alternative 1: One-Way Protected Bike Lane Pairs
- Corridor Alternative 2: Two-Way Protected Bike Lane on the east side of Holland Lane,
- Corridor Alternative 3: Two-Way Protected Bike Lane on the east side of Holland Lane with a One-Way Protected Bike Lane southbound on the west side of Holland Lane.

The following figures illustrate the typical sections for each of the corridor alternatives. Figure 7, Figure 9, and Figure 11 show the typical cross-sections between Eisenhower Avenue and Jamieson Avenue for each corridor alternative; Figure 8, Figure 10, and Figure 12 show the typical the cross-sections between Jamieson Avenue and Duke Street for each corridor alternative. Note that the medians shown in the typical sections below may consist of continuous raised concrete medians, painted medians, and/or median refuge islands at intersections.

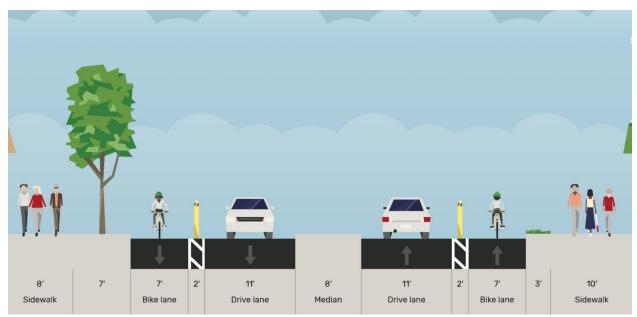


FIGURE 7: HOLLAND LANE CORRIDOR ALTERNATIVE 1 CROSS-SECTION FROM EISENHOWER AVENUE TO JAMIESON AVENUE

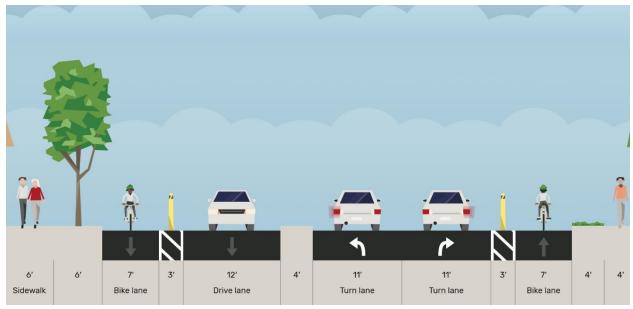


FIGURE 8: HOLLAND LANE CORRIDOR ALTERNATIVE 1 CROSS-SECTION FROM JAMIESON AVENUE TO DUKE STREET

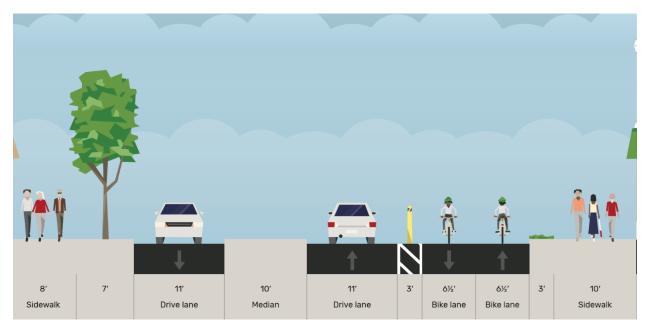


FIGURE 9: HOLLAND LANE CORRIDOR ALTERNATIVE 2 CROSS-SECTION FROM EISENHOWER AVENUE TO JAMIESON AVENUE

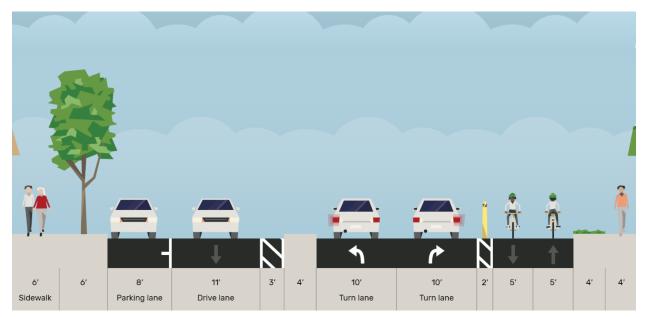


FIGURE 10: HOLLAND LANE CORRIDOR ALTERNATIVE 2 CROSS-SECTION FROM JAMIESON AVENUE TO DUKE STREET

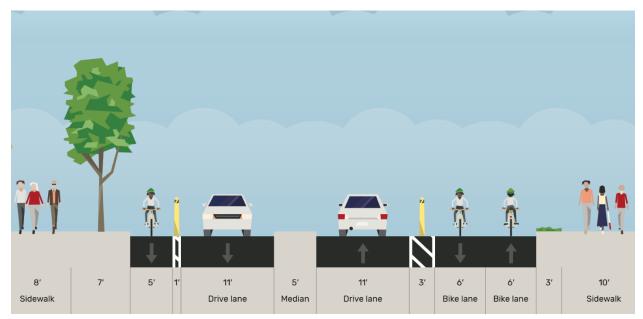


FIGURE 11: HOLLAND LANE CORRIDOR ALTERNATIVE 3 CROSS-SECTION FROM EISENHOWER AVENUE TO JAMIESON AVENUE

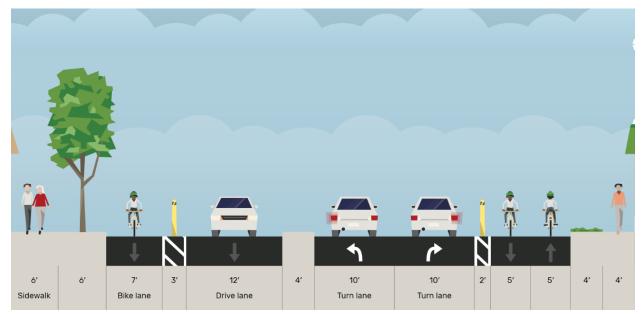


FIGURE 12: HOLLAND LANE CORRIDOR ALTERNATIVE 3 CROSS-SECTION FROM JAMIESON AVENUE TO DUKE STREET

B. Pedestrian Improvements

In addition to bicycle improvements, several significant pedestrian safety and mobility improvements are included as part of each alternative. The following pedestrian improvements are included:

- Jamieson Avenue
 - Pedestrian Refuge Island on the south leg of the intersection
- Ballenger Avenue
 - o Pedestrian Refuge Islands on the north and south legs of the intersection
 - New crosswalk on the south leg of the intersection

- Emerson Avenue
 - o Pedestrian Refuge Islands on the north and south legs of the intersection
 - New crosswalks on the north and south legs of the intersection

4. Traffic Analysis

To evaluate the impacts of the proposed cross-section and lane configuration changes on traffic operations along Holland Lane, the No-Build and Build conditions were modeled in Synchro 11. The City provided the latest signal timing data for the signalized intersections of Duke Street and Holland Lane and Holland Lane and Jamieson Avenue. As the intersection of Eisenhower Avenue and Holland Lane had recently been reconstructed as part of a VDOT project and operation of the signal had not been turned over to The City, Mead & Hunt developed baseline signal timings for this intersection.

It is important to note that the traffic volumes used in this analysis were collected prior to the start of AlexRenew's RiverRenew project. The RiverRenew project has temporarily closed Jamieson Avenue to through traffic starting at Holland Lane and instituted a detour to Duke Street. The RiverRenew project is currently expected to reopen Jamieson Avenue to all traffic in early March 2024. Therefore, the volumes used in this analysis are representative of the ultimate conditions following completion of the RiverRenew project and do not reflect the current field conditions with the detour in place.

The proposed typical vehicular lane configuration is substantially the same (i.e. one lane in each direction) across all three corridor alternatives. However, specific intersection-level scenarios were evaluated which vary the operations and configurations at several of the intersections. The following sections detail the capacity analysis performed for each intersection in the corridor, including any applicable intersection-level scenarios.

A. Duke Street and Holland Lane

As the northernmost intersection on the study corridor, the signalized intersection of Duke Street and Holland Lane is a critical intersection as the termination of the proposed bicycle facilities. No on-street bicycle facilities are present on Duke Street; therefore, it is anticipated that the proposed bicycle facilities on Holland Lane would connect to a future bicycle facility on Reinekers Lane via the use of shared lanes on Duke Street.

Under each of the proposed alternatives, the northbound bicycle lane will terminate at Duke Street to the right of a right turn only lane. Under the current traffic signal phasing, the bicycle movement would directly conflict with this right turn movement when northbound Holland Lane receives a green signal indication. This configuration of a through bicycle lane to the right of a right turn only lane is not acceptable per the requirements of the 2009 MUTCD. As a specific exception to these requirements, this configuration is acceptable if the bicycle movement is protected from conflicts from the right turn only lane. Therefore, to safely exit the bicycle lane without conflicting with the right turning traffic it is necessary to introduce a separate bicycle phase or time separation to allow the northbound bicycles to proceed into the intersection separately from the northbound right turn movement.

In order to accommodate a proposed bicycle facility on the northbound approach of Holland Lane at Duke Street, the following Build scenarios for this intersection were identified:

- Duke Street Build Scenario 1: Single Northbound Right Turn Lane + Single Left Turn Lane
 - Actuated Leading Bicycle Phase runs concurrently with northbound left turn phase and east leg crosswalk.
 - Northbound right turn operates permissively after Leading Bicycle Phase terminates; east leg crosswalk continues during this phase.
 - Northbound right turn overlaps with westbound left turn phase.
- Duke Street Build Scenario 1a: Single Northbound Right Turn Lane + Single Left Turn Lane
 - Bicycles proceed concurrently with northbound left turn phase (may optionally use bicycle signal) and east leg crosswalk.
 - Northbound right turn overlaps exclusively with westbound left turn phase; no permissive northbound right turn movement.
- Duke Street Build Scenario 2: Shared Northbound Left/Right Turn Lane + Dedicated Right Turn Lane
 - Actuated Exclusive Bicycle Phase; east leg crosswalk begins during this phase.
 - o Northbound right turns and left turns run concurrently with east leg crosswalk.
- Duke Street Build Scenario 3: Median Removal + Dual Northbound Right Turn Lanes + Single Left Turn Lane
 - Bicycles proceed concurrently with northbound left turn phase (may optionally use bicycle signal) and east leg crosswalk.
 - Northbound right turn overlaps exclusively with westbound left turn phase; no permissive northbound right turn movement.

In all scenarios, northbound bicyclists would proceed on a green bike signal to queue within a two-stage turn box located inside the intersection. Bicyclists would then proceed westbound on Duke Street when Duke Street vehicular traffic receives a green signal indication. Given the lack of on-street bicycle facilities on Duke Street, it assumed that bicyclists would immediately turn right to continue north on Reinekers Lane. This configuration, including two-stage left turn box and bicycle crossing, are presented in Figure 13.

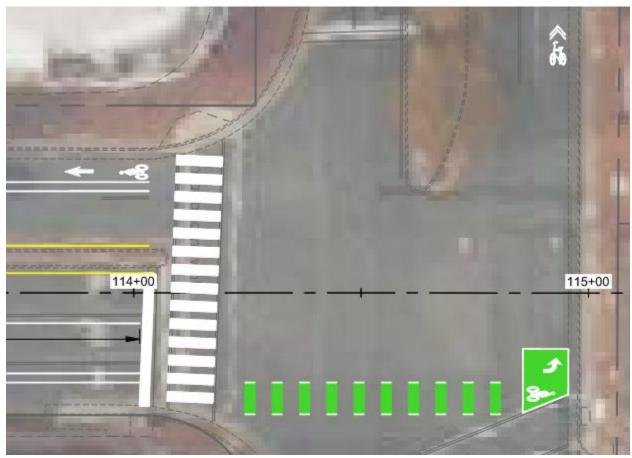


FIGURE 13: PROPOSED BICYCLE CROSSING AND TWO-STAGE TURN BOX AT DUKE STREET AND HOLLAND LANE

During field observations, it was noted that the east leg crosswalk conflicts with a permissive dual northbound right turn conflict. This type of conflict can be hazardous for pedestrians since it requires turning drivers in two separate lanes to identify crossing pedestrians and yield to them. However, the driver's view of pedestrians may be obstructed by vehicles in the other turn lane. As a secondary benefit, Duke Street Build Scenarios 1, 1A, and 3 mitigate the permissive dual northbound right turn conflict by reducing the northbound approach to a single right turn lane and/or separating the right turn movement from any conflicts with the east leg crosswalk. However, Duke Street Build Scenario 2 retains the permissive dual northbound right turn conflict.

A capacity analysis was conducted for each of the Duke Street Build Scenarios for both the Holland Lane and Duke Street intersection as well as the Duke Street and Reinekers Lane intersection since they operate together under a single clustered controller operation. The results of this analysis are presented in Table 5.

Static 95th-percentile queues were evaluated using Synchro for each of the Duke Street Build Scenarios for both the Holland Lane and Duke Street intersection as well as the Duke Street and Reinekers Lane intersection. A summary of the AM and PM peak hour 95th-percentile queues can be found in Table 6 and queue lengths highlighted in red indicate locations where storage capacity is exceeded.

TABLE 5: DUKE STREET AT HOLLAND LANE AND REINEKERS LANE AM (PM) CAPACITY ANALYSIS

		No-Build	No-Build		enario 1 Build Scenario 1a		ario 1a	Build Scer	nario 2	Build Sce	nario 3
Intersection	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Duke	Overall	30.6 (26.3)	C (C)	32.3 (25.8)	C (C)	38.2 (22.7)	D (C)	32.2 (61.9)	C (E)	23.4 (21.2)	C (C)
Street and	Eastbound	43.6 (48.0)	D (D)	46.2 (46.9)	D (D)	54.9 (40.5)	D (D)	45.9 (122.7)	D (F)	32.9 (37.3)	C (D)
Reinekers	Westbound	0.3 (0.3)	A (A)	0.3 (0.3)	A (A)	0.2 (0.3)	A (A)	0.5 (0.4)	A (A)	0.2 (0.3)	A (A)
Lane	Southbound	45.2 (45.9)	D (D)	45.8 (46.0)	D (D)	46.7 (46.0)	D (D)	47.3 (47.4)	D (D)	46.7 (46.0)	D (D)
Holland	Overall	24.7 (25.5)	C (C)	19.6 (24.8)	B (C)	17.1 (23.6)	B (C)	21.6 (28.0)	C (C)	18.3 (21.9)	B (C)
Lane and	Eastbound	5.9 (18.6)	A (B)	7.0 (19.2)	A (B)	5.7 (16.0)	A (B)	5.8 (19.7)	A (B)	5.2 (15.5)	A (B)
Duke	Westbound	20.6 (25.3)	C (C)	22.0 (25.9)	C (C)	14.1 (20.1)	B (C)	22.6 (29.2)	C (C)	14.0 (20.4)	B (C)
Street	Northbound	86.1 (47.6)	F (D)	50.4 (38.2)	D (D)	55.4 (60.7)	E (E)	64.3 (48.8)	E (D)	63.8 (47.9)	E (D)

TABLE 6: DUKE STREET AT HOLLAND LANE AND REINEKERS LANE AM (PM) QUEUING ANALYSIS

Intersection	Approach	Movement	Storage	No-Build	Build Scenario 1	Build Scenario 1a	Build Scenario 2	Build Scenario 3
mersection	Αρρισασιί	Wovernent	(ft)			95th-% Queue (ft)		
	O۱	/erall	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Duke Street	Eastbound	Left	160	# <mark>364</mark> (#137)	# <mark>364</mark> (#137)	# <mark>364</mark> (#137)	# <mark>351</mark> (#128)	#364 (#137)
& Reinekers	Easibound	Through	288	406 (#470)	406 (#470)	406 (#470)	394 (#443)	406 (#470)
Lane	Westbound	Through-Right	55	2 (3)	2 (3)	2 (3)	5 (4)	2 (3)
	Southbound	Left	335	61 (156)	61 (156)	61 (156)	63 (158)	61 (156)
	Overall		- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
	Eastbound	Through-Right	48	44 (<mark>142</mark>)	46 (144)	46 (<mark>144</mark>)	20 (m81)	46 (1 <mark>44</mark>)
Holland Lane	\\/oothound	Left	155	129 (<mark>194</mark>)	129 (<mark>194</mark>)	129 (<mark>185</mark>)	#195 (#341)	129 (<mark>180</mark>)
& Duke Street	Westbound	Through	292	144 (274)	144 (274)	144 (274)	162 (<mark>313</mark>)	144 (274)
	Northbound	Left	340	76 (88)	76 (88)	77 (88)	189 (155)	77 (88)
	Northbound	Right	340	#321 (177)	#179 (102)	#418 (#238)	#211 (161)	#169 (111)

m – Volume for 95th-percentile queue is metered by upstream signal

^{# -} Volume for 95th-percentile queue exceeds capacity

The results of the capacity analysis indicate that each of the proposed Duke Street Build Scenarios provide acceptable overall operations with some showing moderate improvement over the existing conditions. Notably, the northbound approach of Holland Lane and Duke Street improves during the AM Peak under all of the Build Scenarios and is improved or substantially the same during the PM Peak except under Build Scenario 1a which experiences approximately 13 seconds of additional delay. The improvement on the northbound approach, particularly during the AM Peak, can be partially attributed the uneven lane use observed in the No-Build condition. This uneven lane use does not exist in the single right turn lane scenarios (1 and 1a) and is assumed to improve under the future scenarios with two right turn lanes (2 and 3). It should also be noted that the Synchro models provided by the City included Fixed Force Off settings which allow unused green time on the actuated phases to be reallocated to other phases with more demand. In general, this unused green time becomes available to the northbound right turn in scenarios where it operates as an overlap phase (1, 1a, and 3) and results in acceptable operations for those scenarios. In the analysis, this leads to some delay and queueing impacts to the eastbound Duke Street approaches at both Holland Lane and Reinekers Lane, as spare green time is reallocated to the westbound left turn phase. It should be noted that if the field controllers do not operate with Fixed Force Offs or the City does not desire to operate them with Fixed Force Offs in the future, the overall results would be degraded for several of the scenarios, though operations would be improved on Duke Street.

The results of the queuing analysis indicate some queuing deficiencies, even in the No-Build condition, along Duke Street. These Duke Street queue lengths are generally not impacted by the proposed project, with the exception of Build Scenario 2 which reduces available green time for Duke Street to accommodate the exclusive bike phase. Queue lengths along Holland Lane vary by scenario, due to the changes in lane configuration and signal phasing, though no queuing deficiencies are noted except for the northbound right turn movement in Build Scenario 1a. In this scenario both signal capacity and lane capacity are reduced for the right turn movement, leading to increased queuing that would spill back to Jameison Avenue. Queue lengths denoted with a "#" symbol indicate the 95th-percentile volume exceeds capacity and queue lengths may in fact be longer than shown.

While the capacity and queueing analysis results show generally acceptable operations across the scenarios, there are some key differences among them that should be considered. Duke Street Build Scenarios 1 and 1a reduce the northbound approach from two right turn lanes to one right turn lane. In doing so, they both provide space for the proposed bicycle facility and eliminate the permissive dual northbound right turn conflict with pedestrians in the east side crosswalk. However, Build Scenario 1 retains a permissive right turn operation within the signal cycle while Build Scenario 1a allows right turns to operate only as an overlap when the westbound left turn is in operation. Maintaining the permissive portion of the right turn operation in Build Scenario 1 provides better overall operations for the right turn movement and is not tied completely to the duration of the westbound left turn phase as Build Scenario 1a is.

Duke Street Build Scenarios 2 and 3 maintain two northbound right turn lanes. In Build Scenario 2 the second right turn lane is a shared left/right turn lane while in Build Scenario 3 the existing center median along Duke Street is removed to provide space to install a second dedicated right turn only lane. In Build Scenario 2, the dual right turn lanes provide additional operational capacity but the right turns in the shared left/right turn lane may make the approach less efficient for the left turning traffic, and this scenario

maintains the permissive dual northbound right turn conflict with pedestrians in the east side crosswalk. While Build Scenario 3 also has two northbound right turn lanes, they operate only as an overlap with the westbound left turn which eliminates the permissive dual northbound right turn conflict. This operation is the same as Build Scenario 1a but would require the westbound left turn phase to operate for a shorter duration since there are two northbound right turn lanes in Build Scenario 3. Ultimately, the selected Duke Street Build Scenario should include an appropriate balance of safety, operations, and constructability considerations.

B. Holland Lane and Jamieson Avenue

As part of safety and access improvements to the corridor, The City requested that Mead & Hunt evaluate the operational impacts of converting the existing signal control to All-Way Stop Control (AWSC) at Holland Lane and Jamieson Avenue. This analysis was conducted for both the No-Build and Build conditions (i.e., without and with the proposed bicycle facility). As with the intersection of Duke Street and Holland Lane and following discussion with City staff, high volumes of right turning traffic conflicting with a proposed bicycle facility necessitate the implementation of a dedicated bicycle phase. This dedicated bike phase is modeled in the Build Scenario under signal control. The results of this capacity analysis are presented in Table 7.

Static 95th-percentile queues were evaluated using Synchro for each of the four scenarios. A summary of the AM and PM peak hour 95th-percentile queues can be found in Table 8 and queue lengths highlighted in red indicate locations where storage capacity is exceeded.

TABLE 7: HOLLAND LANE AND JAMIESON AVENUE INTERSECTION CONTROL AM (PM) CAPACITY ANALYSIS

Approach	No-B	uild	No-Build (AWSC)	Build (S Corrid Alternativ	dor	Build (A' Corrid Alternativ	dor
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Control Type	Sign	al	Stop (All	-Way)	Sign	al	Stop (All	-Way)
Overall	14.9	В	11.5	A	41.0	D	16.6	В
	(15.4)	(В)	(13.0)	(C)	(35.3)	(D)	(18.0)	(С)
Eastbound	14.1	B	10.3	B	24.1	C	10.6	B
	(14.9)	(B)	(12.1)	(B)	(22.8)	(C)	(12.9)	(B)
Westbound	14.5	B	10.3	B	25.2	C	10.7	B
	(18.4)	(B)	(13.0)	(B)	(31.0)	(C)	(13.9)	(B)
Northbound	15.5	B	12.8	A	54.4	D	20.9	C
	(14.5)	(B)	(14.6)	(A)	(37.2)	(D)	(22.3))	(C)
Southbound	13.7	B	8.8	A	20.9	C	10.8	B
	(15.1)	(B)	(11.1)	(B)	(41.2)	(D)	(16.8)	(C)

TABLE 8: HOLLAND LANE AND JAMIESON AVENUE INTERSECTION CONTROL AM (PM) QUEUING ANALYSIS

Approach	oproach Storage (ft)		No-Build (AWSC)	Build (Signal) Corridor Alternatives 1-3	Build (AWSC) Corridor Alternatives 1-3
	(* -)		95th-%	Queue (ft)	
Overall	- (-)	- (-)	- (-)	- (-)	- (-)
Eastbound	360	58 (86)	N/A	85 (111)	N/A
Westbound	1188	58 (115)	N/A	85 (#153)	N/A
Northbound	219	81 (59)	N/A	#488 (#373)	N/A
Southbound	340	45 (76)	N/A	130 (#263)	N/A

^{# -} Volume for 95th-percentile queue exceeds capacity

The analysis results indicate that conversion of Holland Lane and Jamieson Avenue from signal control to AWSC would result in minor impacts to traffic operations for all approaches. However, following further discussion with The City, it was determined that the AWSC conversion would not be advanced as part of this project. Therefore, the results presented in the Build scenario under signal control are the proposed conditions for this project. These results apply to each of the three alternative bicycle lane cross-sections since the resultant vehicular cross-sections are identical in all scenarios for this intersection. The Build scenario signal control results show that the Level of Service changes from B to D during both the AM and PM Peaks for the overall intersection, and from B to C or D for each of the approaches during both the AM and PM Peaks. With respect to vehicular queuing, 95th-percentile queues are expected to increase for all approaches, with particular impacts to northbound and southbound Holland Lane. The southbound vehicular queues, while increasing, are not anticipated to spill back to Duke Street. However, northbound vehicular gueues would be projected to spill back through the uncontrolled crosswalk at Ballenger Avenue. These changes in delay and queueing are attributed to the reduction in the number of vehicular travel lanes (from two to one) on Holland Lane as well as the introduction of the dedicated bicycle phase. Overall, the results indicate that the intersection will continue to operate below vehicular capacity in the proposed condition, though with impacts to queuing in the higher-volume northbound direction.

C. Holland Lane and Eisenhower Avenue

The signalized intersection of Holland Lane and Eisenhower Avenue forms the southern terminus of the study corridor. As such, the transition of the proposed bicycle facilities on Holland Lane is an important consideration at this intersection. The west leg of the intersection was recently reconfigured as part of the Eisenhower Avenue Corridor Improvement Project, which implemented a five-lane cross-section (two westbound receiving lanes and three eastbound approach lanes). The three eastbound approach lanes consist of two left turn only lanes and one right turn only lane.

In addition to the three eastbound vehicular approach lanes, a standard bicycle lane was installed to the right of the right turn only lane. Such a configuration is not permitted per the MUTCD 2009; therefore, during conversation with The City it was determined to install a dedicated bicycle phase with bicycle signal for the eastbound bike movement. This will also help facilitate the connection for eastbound cyclists to the proposed northbound bicycle facility along Holland Lane. Therefore, the proposed bicycle signal and associated dedicated bicycle signal phasing is included in all Build scenarios for this intersection.

Under each of the three proposed corridor alternatives, Holland Lane will be reduced from two northbound lanes to one northbound lane north of Eisenhower Avenue. However, as noted, there are two eastbound left turn approach lanes on Eisenhower Avenue at this intersection. To accommodate the proposed lane configuration along Holland Lane, two Build scenarios for this intersection were identified:

- Eisenhower Avenue Build Scenario 1: Maintain two eastbound left turn only lanes on Eisenhower Avenue and institute a merge from two northbound receiving lanes to one northbound travel lane on Holland Avenue immediately to the north of Eisenhower Avenue.
- **Eisenhower Avenue Build Scenario 2:** Reduce the eastbound approach to one eastbound left turn only lane with one northbound receiving lane on Holland Avenue.

A capacity analysis of these two Build scenarios compared to the No-Build scenario was performed and is presented in Table 9.

Static 95th-percentile queues were evaluated using Synchro for each of the two three scenarios. A summary of the AM and PM peak hour 95th-percentile queues can be found in Table 10 and queue lengths highlighted in red indicate locations where storage capacity is exceeded.

TABLE 9: HOLLAND LANE AND EISENHOWER AVENUE AM (PM) CAPACITY ANALYSIS

Approach	No-E	Build	Build Sc Corridor Alte Dual Eastl		Build Sc Corridor Alte Single East	ernatives 1-3
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Overall	4.7 (4.8)	A (A)	9.4 (11.2)	A (B)	14.2 (15.4)	B (B)
Eastbound	4.7 (5.3)	A (A)	8.0 (11.5)	A (B)	11.6 (14.4)	B (B)
Northbound	13.2 (11.7)	B (B)	11.8 (7.9)	B (A)	20.0 (12.2)	B (B)
Southbound	3.4 (3.3)	A (A)	14.6 (11.1)	B (B)	24.1 (17.6)	C (B)

TABLE 10: HOLLAND LANE AND EISENHOWER AVENUE AM (PM) QUEUING ANALYSIS

Approach	Movement	Storage (ft)	No- Build	Build Scenario 1 Corridor Alternatives 1-3 Dual Eastbound Left 95th-% Queue	Build Scenario 2 Corridor Alternatives 1-3 Single Eastbound Left (ft)
Ove	Overall		- (-)	- (-)	- (-)
	Left	335	137 (95)	131 (95)	#389 (231)
Eastbound	Right	335	11 (5)	14 (5)	13 (5)
Northbound	Left	180	8 (9)	11 (10)	14 (14)
Northbourid	Through	180	7 (11)	9 (11)	11 (16)
	Through	315	8 (6)	- (-)	- (-)
Southbound	Through- Right	315	- (-)	81 (98)	100 (144)
	Right	315	1 (2)	- (-)	- (-)

– Volume for 95th-percentile queue exceeds capacity

The analysis results show that the Eisenhower Avenue Build Scenario 1 with two eastbound lanes performs marginally better than the Eisenhower Avenue Build Scenario 2 with a single eastbound lane, though both operate well under vehicular capacity. Although under capacity, the reduction from two lanes to one lane does cause the left turn queue to spill back through the upstream signalized crosswalk at John Carlyle Street during the AM peak hour. However, it should be noted that Scenario 1 with two eastbound lanes does not account for any capacity impacts caused by the merging activity from two northbound receiving lanes to one northbound travel lane since such downstream effects are not captured by Synchro. Accordingly, the change in operations under the Build scenario with two eastbound lanes is only changed from the No-Build scenario due to the addition of the eastbound bike phase.

While not captured in this analysis, it is possible that the merge condition will result in unequal lane use between the two left turn only lanes on eastbound Eisenhower Avenue as drivers may tend to avoid being in the lane that is forced to merge. In this case the actual operation of Build Scenario 1 with two eastbound lanes would be somewhat worse than what is presented above though it would still perform better than the single eastbound left turn lane scenario. Note that this analysis has been performed using current traffic volumes rather than projected future traffic volumes. If future traffic volumes increase significantly, the single eastbound left turn lane may not have sufficient capacity to absorb the higher volumes resulting in delays and congestion.

D. Uncontrolled Intersections: Holland Lane and Ballenger Avenue, and Holland Lane and Emerson Avenue

The intersections of Holland Lane and Ballenger Avenue, and Holland Lane and Emerson Avenue are uncontrolled in the northbound and southbound directions along Holland Lane and stop-controlled along the eastbound approaches to the intersections. Under each of the three proposed corridor alternatives, the Holland Lane approaches to these intersections will be reduced from two vehicular travel lanes to one vehicular travel lane in each direction. The eastbound approaches will maintain their existing lane configurations and stop-control. A capacity analysis of the No-Build and Build conditions for the three proposed corridor alternatives is presented in Table 11.

Static 95th-percentile queues were evaluated using Synchro for each of the two scenarios. A summary of the AM and PM peak hour 95th-percentile queues can be found in Table 12 and queue lengths highlighted in red indicate locations where storage capacity is exceeded.

TABLE 11: HOLLAND LANE AT BALLENGER AVENUE AND EMERSON AVENUE AM (PM) CAPACITY ANALYSIS

Intersection	Approach	No-E	Build	Corridor Alternatives 1-3				
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS			
	Overall	14.5 (18.5)	B (C)	18.8 (22.6)	C (C)			
Holland Lane and	Eastbound	14.5 (18.5)	B (C)	18.8 (22.6)	C (C)			
Ballenger Avenue	Northbound	0.0 (0.1)	A (A)	0.0 (0.1)	A (A)			
	Southbound	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)			
	Overall	11.7 (15.4)	B (C)	14.1 (18.2)	B (C)			
Holland Lane and	Eastbound	11.7 (15.4)	B (C)	14.1 (18.2)	B (C)			
Emerson Avenue	Northbound	0.1 (0.0)	A (A)	0.1 (0.0)	A (A)			
	Southbound	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)			

TABLE 12: HOLLAND LANE AT BALLENGER AVENUE AND EMERSON AVENUE AM (PM) QUEUING ANALYSIS

Intersection	Approach	Movement	Storage	No-Build	Corridor Alternatives 1-3
Intersection	Αρρισασιί	Movement	(ft)	95th-	% Queue (ft)
Holland	0\	verall	- (-)	- (-)	- (-)
Lane &	Eastbound	Left	455	15 (20)	21 (26)
Ballenger	Northbound	Left-Through	290	0 (0)	0 (0)
Avenue	Southbound	Through-Right	219	0 (0)	0 (0)
Holland	0\	verall	- (-)	- (-)	- (-)
Lane &	Eastbound	Left	425	6 (13)	8 (17)
Emerson	Northbound	Left-Through	315	0 (0)	0 (0)
Avenue	Southbound	Through-Right	290	0 (0)	0 (0)

The capacity analysis indicates that the eastbound approaches at both intersections will experience an increase in delay of less than 5 seconds per vehicle during the AM and PM peak periods. This relatively small increase in delay can be attributed to the reduction in the number of vehicular travel lanes on Holland Lane and subsequently the availability of fewer gaps in the uncontrolled northbound and southbound vehicular traffic streams. Similarly, 95th-percentile queue lengths for the eastbound stop-controlled approaches at both intersections are projected to experience minor increases in queueing. Overall, the changes in delay and queuing at these intersections appears to be acceptable within the context of the proposed project.

E. Traffic Analysis Summary

The preceding traffic analysis was performed to evaluate the overall corridor and intersection specific impacts of the proposed installation of multimodal mobility and safety improvements on the Holland Lane Corridor between Eisenhower Avenue and Duke Street. Specifically, the analysis evaluated the installation of three primary corridor alternatives: One-Way Protected Bike Lane Pairs, Two-Way Protected Bike Lanes on the east side of Holland Lane, and Two-Way Protected Bike Lanes on the east side of Holland Lane with a One-Way Protected Bike Lane southbound on the west side of Holland Lane.

Among the three primary corridor alternatives the basic Holland Lane vehicular cross-section is functionally identical with one vehicular travel lane in each direction. The intersections of Jamieson Avenue, Ballenger Avenue, and Emerson Street were therefore analyzed with one vehicular travel lane in each direction. At the intersections of Holland Lane and Duke Street, and Holland Lane and Eisenhower Avenue, alternative lane configurations were evaluated to facilitate safe bicycle travel at the end points of the corridor.

Due to geometric and traffic volume conditions, the analysis also evaluated changes to traffic signal phasing to facilitate protected bike movements at the intersections with Eisenhower Avenue, Jamieson Avenue, and Duke Street. The potential for conversion of the Jamieson Avenue intersection to All-Way Stop Control was also evaluated.

Overall, the traffic analysis indicates that each of the three proposed corridor alternatives will provide generally acceptable traffic operations, with respect to vehicle delay, under the traffic volume conditions used for this analysis, though some queueing impacts are noted as a result of the reduction in number of travel lanes. The intersection-level analysis findings are summarized below:

- Holland Lane and Duke Street: Four (4) Build Scenarios (1, 1a, 2, and 3) were evaluated that provide for geometric and signal phasing accommodation for the bicycle facility. All of the Build Scenarios were found to operate with acceptable impacts to vehicle delay, though Build Scenarios 1 and 3 can provide more overall capacity for the northbound right turns while simultaneously eliminating the permissive dual northbound right turn conflict with pedestrians. Also, it is noted that Build Scenario 1a introduced queue spillback during the AM peak hour for northbound Holland Lane as a result of the reduced lane capacity and signal capacity. Similarly, Build Scenario 2 resulted in queue spillback along Duke Street due to the introduction of an exclusive bicycle phase.
- Holland Lane and Jamieson Avenue: Conversion of this intersection from a traffic signal to All-Way Stop Control (AWSC) was evaluated and found to operate well, but the City ultimately determined that the intersection will remain a traffic signal. The operation of the traffic signal in the Build condition, including a dedicated bicycle phase, was evaluated and found to operate below vehicular capacity. However, despite the signal operating below capacity, queue spillback was noted for northbound Holland Lane as a result of the reduced lane capacity and signal capacity.
- Holland Lane and Eisenhower Avenue: Eisenhower Avenue Build Scenarios 1 and 2 were analyzed for this intersection with dual and single eastbound left turn lanes, respectively. In both scenarios, dedicated bicycle phasing was included to facilitate bicycle access to and from the existing bicycle lanes on Eisenhower Avenue. Both Build Scenarios were shown to operate well under vehicular capacity, though with the following caveats. First, the dual lane scenario does not account for downstream merge effects on Holland Avenue. Second, left turn queues are projected to spill back through John Carlyle Street under the signal left turn lane scenario. And third, the single lane scenario may not be robust enough should future volumes increase significantly.

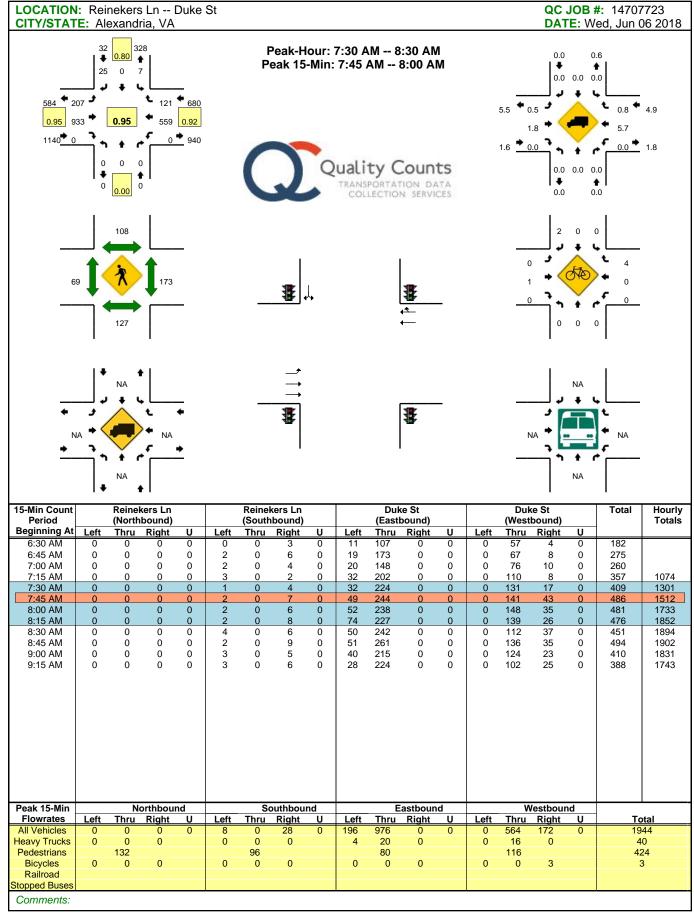
Holland Lane and Ballenger Avenue, and Holland Lane and Emerson Avenue: Both
intersections remain uncontrolled along Holland Lane and stop-controlled along the eastbound
approaches in the proposed condition. Reduction of Holland Lane from two lanes in each
direction to one lane in each direction results in minor increases in delay and vehicular queues for
the eastbound approaches due to the reduced availability of gaps in the Holland Lane traffic
stream.

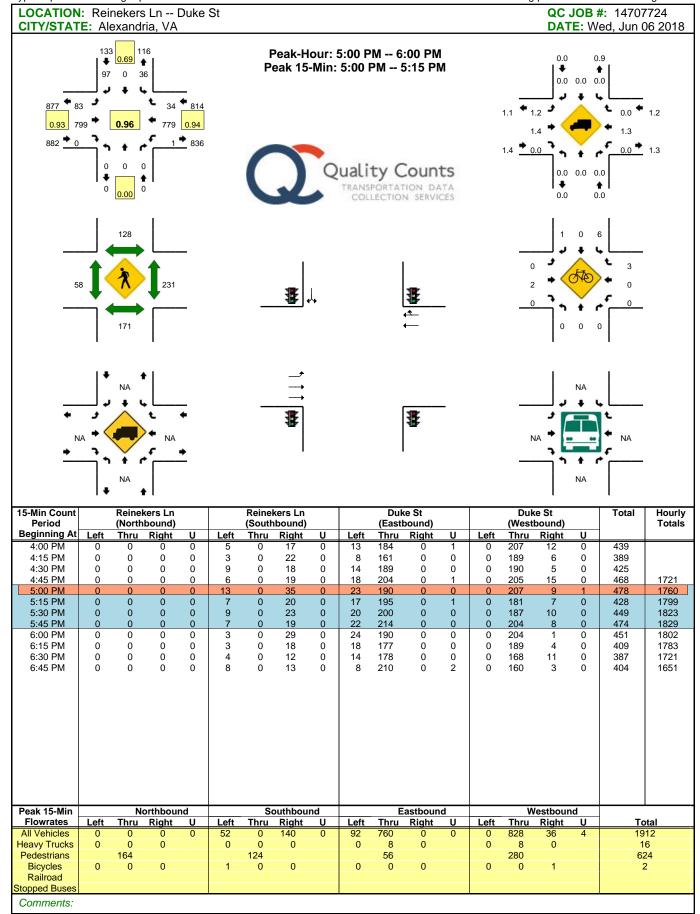
5. Conclusion

This document summarizes the operational impacts of proposed multimodal enhancements to the Holland Lane corridor between Eisenhower Avenue and Duke Street in the Carlyle / Eisenhower East neighborhood of Alexandria. The proposed enhancements include on-street protected bicycle lanes, additional crosswalks, and pedestrian refuge islands. Three (3) alternative corridor configurations for onstreet protected bicycle lanes were considered: One-Way Projected Bike Lane Pairs, Two-Way Protected Bike Lane on the east side of Holland Lane, and Two-Way Protected Bike Lane on the east side of Holland Lane with a One-Way Protected Bike Lane southbound on the west side of Holland Lane. Each of the alternative corridor configurations results in a reduction from two vehicular travel lanes to a single vehicular travel lane in each direction of Holland Lane for most of the corridor. Additional lanes are provided at the corridor end points to merge traffic from two lanes to one lane (just north of Eisenhower Avenue) and provide adequate capacity for turning traffic (northbound approach at Duke Street). At Duke Street, alternate geometric and signal phasing configurations of the northbound approach were evaluated. In addition, the need for dedicated bicycle phasing was identified and analyzed at Duke Street, Jamieson Avenue, and Eisenhower Avenue. Overall, this analysis demonstrates that impacts to vehicular delay may be within the threshold of acceptability throughout the project limits, though some vehicular queueing concerns are noted at selected intersections.

As indicated in the traffic analysis, the corridor will operate at an acceptable level under each of the alternative corridor configurations. Therefore, selection of one of the corridor alternatives can be made on the basis of other factors such as available width for median refuges, ease of bicycle access to side streets and other bicycle facilities, and flexibility for future adjustments to the corridor cross-section. Operationally, the primary decision to be made concerns the lane configuration and traffic signal operations for the northbound approach of Holland Lane at Duke Street. The traffic analysis shows that each of the scenarios identified for this approach can operate acceptably, though some can provide more robust capacity and safety benefits. Ultimately, the selected configurations for the corridor and individual approaches should include an appropriate balance of safety, operations, and constructability considerations.

APPENDIX A TURNING MOVEMENT COUNTS





Location: Holland Ln & Duke St City: Alexandria Control: Signalized

Project ID: 23-260092-004 Date: 6/6/2023

Control:	Signalized													Date: 6	0/6/2023		
								Data -	· Total								
NS/EW Streets:		Hollan	d I n			Hollan	dln			Duke	C+			Duke	C+		
NS/EW Streets.																	
A B 4		NORTH		_			BOUND	_	_	EASTB		_		WESTE		_	
AM	1 NL	0 NT	2 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
6:00 AM	1	0	16	0	1	0	0	0	0	36	2	0	21	19	0	0	96
6:15 AM	1	Õ	19	Ö	Ō	Ö	Ö	Ö	Ö	50	ī	o l	14	33	1	ő	119
6:30 AM	Ō	Ō	21	ō	Ō	Ō	1	ō	1	62	3	ō	18	34	Ō	1	141
6:45 AM	2	2	33	0	0	0	0	0	0	103	5	0	24	70	0	0	239
7:00 AM	10	0	28	0	0	0	1	0	0	80	4	0	16	68	0	0	207
7:15 AM	4	0	54	0	0	0	1	0	0	133	13	0	29	70	0	0	304
7:30 AM	10	0	52	0	0	0	0	0	0	134	8	0	31	90	0	0	325
7:45 AM	15	0	75	0	0	0	3	0	2	152	4	0	32	85	0	0	366
8:00 AM 8:15 AM	14 14	0 1	75 59	0 1	0	0	3 1	0	0	163 189	8 14	0	41 30	96 95	3 1	1	404 405
8:30 AM	10	0	49	0	0	0	4	0	0	174	9	0	46	102	1	3	398
8:45 AM	11	1	42	0	n	0	3	0	1	200	13	0	47	102	3	0	423
9:00 AM	6	0	54	1	0	0	3	0	Ō	159	7	0	42	89	1	0	362
9:15 AM	12	0	42	0	0	0	4	0	0	142	13	0	43	78	0	2	336
9:30 AM	9	2	37	0	1	0	4	0	0	132	11	0	32	84	1	2	315
9:45 AM	7	0	34	1	1	0	4	0	0	151	13	0	33	84	2	1	331
			110		61		CD.						140	14.00	11/15		T0T41
TOTAL VOLUMES :	NL 126	NT 6	NR 690	NU 3	SL 3	ST 0	SR 30	SU 0	EL 4	ET 2060	ER 128	EU 0	WL 499	WT 1199	WR 13	WU 10	TOTAL 4771
APPROACH %'s :	15.27%	0.73%	83.64%	0.36%	9.09%	0.00%	90.91%	0.00%	0.18%	93.98%	5.84%	0.00%	28.99%	69.67%	0.76%	0.58%	4//1
PEAK HR :		08:00 AM -		0.5070	3.0370	0.0070	50.5170	0.0070	0.1070	33.3070	3.0170	0.0070	20.5570	05.07 70	0.7070	0.5070	TOTAL
PEAK HR VOL :	49	2	225	1	0	0	11	0	1	726	44	0	164	395	8	4	1630
PEAK HR FACTOR :	0.875	0.500	0.750	0.250	0.000	0.000	0.688	0.000	0.250	0.908	0.786	0.000	0.872	0.968	0.667	0.333	
	0.075			0.230	0.000			0.000	0.230			0.000	0.072			0.555	0 963
- Zatemer Acrone	0.075	0.300		0.230	0.000	0.6		0.000	0.230	0.908		0.000	0.072	0.900		0.555	0.963
	0.075	0.77	78	0.230	0.000	0.6	88	0.000	0.230	0.90	01	0.000	0.072	0.93	39	0.333	0.963
		0.73	78 BOUND			0.6	BOUND			0.90 EASTB	OUND			0.93 WESTB	OUND		0.963
PM	1	NORTH 0	BOUND 2	0	0	SOUTH	BOUND 0	0	0	0.90 EASTB	OUND 0	0	1	0.93 WESTB	OUND 0	0	
		0.73	BOUND 2 NR			0.6	BOUND			0.90 EASTB	OUND			0.93 WESTB 2 WT	OUND		0.963 TOTAL 359
PM 3:00 PM 3:15 PM	1 NL	0.77 NORTH 0 NT 0 1	78 BOUND 2 NR 26 29	0 NU 0 0	0 SL	0.66 SOUTH 1 ST 0 0	BOUND 0 SR 3 1	0 SU	0 EL 1	0.90 EASTB 2 ET 134 169	OUND 0 ER	0 EU 0 0	1 WL 37 43	0.93 WESTE 2 WT 126 144	GOUND 0 WR 0	0 WU	TOTAL 359 424
PM 3:00 PM 3:15 PM 3:30 PM	1 NL 16 7 11	0.77 NORTH 0 NT 0 1 0	78 BOUND 2 NR 26 29 31	0 NU 0 0	0 SL 0 0	0.66 SOUTH 1 ST 0 0	BOUND 0 SR 3 1 2	0 SU 0 0	0 EL 1 1 0	0.90 EASTB 2 ET 134 169 162	OUND 0 ER 16 29 16	0 EU 0 0	1 WL 37 43 46	0.93 WESTE 2 WT 126 144 127	60UND 0 WR 0 0	0 WU 0 0 1	TOTAL 359 424 396
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	1 NL 16 7 11 15	0.77 NORTH 0 NT 0 1 0	78 BOUND 2 NR 26 29 31 26	0 NU 0 0	0 SL 0 0 0	0.66 SOUTH 1 ST 0 0 0	BOUND 0 SR 3 1 2	0 SU 0 0 0	0 EL 1 1 0	0.90 EASTB 2 ET 134 169 162 159	OUND 0 ER 16 29 16 24	0 EU 0 0	1 WL 37 43 46 44	0.93 WESTE 2 WT 126 144 127 162	60UND 0 WR 0 0	0 WU 0 0 1 1	TOTAL 359 424 396 432
PIM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	1 NL 16 7 11 15	0.77 NORTH 0 NT 0 1 0 0 0	78 BOUND 2 NR 26 29 31 26 45	0 NU 0 0 0	0 SL 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1	0 SU 0 0 0	0 EL 1 1 0 0	0.90 EASTB 2 ET 134 169 162 159 138	OUND 0 ER 16 29 16 24 14	0 EU 0 0 0	1 WL 37 43 46 44 46	0.93 WESTB 2 WT 126 144 127 162 127	0 WR 0 0 0 0	0 WU 0 0 1 1	TOTAL 359 424 396 432 392
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	1 NL 16 7 11 15 20 21	0.77 NORTH 0 NT 0 1 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34	0 NU 0 0 0 0	0 SL 0 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0	0 SU 0 0 0 0	0 EL 1 1 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174	OUND 0 ER 16 29 16 24 14 21	0 EU 0 0 0 0	1 WL 37 43 46 44 46 48	0.93 WESTE 2 WT 126 144 127 162 127 175	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 0 1	TOTAL 359 424 396 432 392 474
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	1 NL 16 7 11 15 20 21 16	0.77 NORTH 0 NT 0 1 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38	0 NU 0 0 0 0 0	0 SL 0 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0 0 0	0 SU 0 0 0 0	0 EL 1 1 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160	OUND 0 ER 16 29 16 24 14 21 18	0 EU 0 0 0 0	1 WL 37 43 46 44 46 48 41	0.93 WESTE 2 WT 126 144 127 162 127 175 144	89 OUND 0 WR 0 0 0 0 0	0 WU 0 0 1 1 0 1	TOTAL 359 424 396 432 392 474 418
PIM 3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM	1 NL 16 7 11 15 20 21 16 10	0.77 NORTH 0 NT 0 0 0 0 0 0 0 1	78 BOUND 2 NR 26 29 31 26 45 34 38 45	0 NU 0 0 0 0 0	0 SL 0 0 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 0 1	BOUND 0 SR 3 1 2 1 2 0 0	0 SU 0 0 0 0	0 EL 1 1 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165	OUND 0 ER 16 29 16 24 14 21 18 25	0 EU 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183	GOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 0 1 0	TOTAL 359 424 396 432 392 474 418 480
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	1 NL 16 7 11 15 20 21 16	0.77 NORTH 0 NT 0 1 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38	0 NU 0 0 0 0 0	0 SL 0 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0 0 0	0 SU 0 0 0 0	0 EL 1 1 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160	OUND 0 ER 16 29 16 24 14 21 18	0 EU 0 0 0 0	1 WL 37 43 46 44 46 48 41	0.93 WESTE 2 WT 126 144 127 162 127 175 144	89 OUND 0 WR 0 0 0 0 0	0 WU 0 0 1 1 0 1	TOTAL 359 424 396 432 392 474 418
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3:00 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11	0.7: NORTH 0 NT 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	778 BOUND 2	0 NU 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0	0.66 SOUTH 1 ST 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189	OUND 0 ER 16 29 16 24 14 21 18 25 19 18 25 25 25	0 EU 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 55	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 174 176 186	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499
PIM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM 6:00 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16	0.7: NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189	OUND 0 ER 16 29 16 24 14 21 18 25 19 18 25 17	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 65 55	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 174 176 186 139	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 1 1 0 0 0 1 0	TOTAL 359 424 396 432 474 418 480 473 500 494 499
3:00 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:35 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	778 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47	0 NU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 169 162 159 138 174 160 165 153 185 185 155 189 155	OUND 0 ER 16 29 16 24 14 18 25 19 18 25 25 17 18	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 55 66	0.93 WESTE 2 WT 126 124 144 127 162 127 175 144 183 178 174 176 186 139 157	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 440
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12 13	0.7: NORTH 0 NT 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	778 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47 31 43	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189 155 192	OUND 0 ER 16 29 16 21 18 25 17 18 21 18	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 66 57 43	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 178 176 186 139 157	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 440 467 393
3:00 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:35 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	778 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47	0 NU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 169 169 159 138 174 160 165 153 185 185 155 189 155	OUND 0 ER 16 29 16 24 14 18 25 19 18 25 25 17 18	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 55 66	0.93 WESTE 2 WT 126 124 144 127 162 127 175 144 183 178 174 176 186 139 157	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 440 467
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12 13	0.7: NORTH 0 NT 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	778 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47 31 43	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189 155 192	OUND 0 ER 16 29 16 21 18 25 17 18 21 18	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 66 57 43	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 178 176 186 139 157	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 440 467 393
3:00 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12 13 12 12 237	0.7; NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 NT 0 0 0 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38 45 52 50 47 30 47 31 43 36 NR 610	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.69 SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 5T 1	BOUND O SR 3 1 2 0 0 0 0 0 0 SR 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 2 T 134 169 162 159 138 174 160 165 153 185 155 189 155 189 155 189 155 189 155 192 154 178 ET	OUND 0 ER 16 29 16 24 14 21 18 25 25 17 18 21 12 ER 318	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 53 76 55 66 57 43 44 WL 798	0.9: WESTE 2 WT 126 144 127 162 127 175 144 183 178 176 186 139 157 117 109 WT 2424	39 SOUND ON THE PROPERTY OF TH	0 WU 0 0 0 1 1 1 0 0 0 0 0 0 0 1 1 1 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 440 467 393 391
PIM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 6:15 PM 6:00 PM 6:45 PM TOTAL VOLUMES: APPROACH %'s:	1 NL 16 7 11 15 20 21 16 10 12 22 11 16 12 22 11 16 12 23 12 23 727.78%	0.7: NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38 45 52 47 30 47 31 43 36 NR 610 71.51%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 SOUTH 1 ST 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189 155 192 154 178 ET	OUND 0 ER 16 29 16 24 14 21 18 25 19 18 25 17 18 21 12 ER	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 50 49 55 55 56 66 57 73 44 44 WL	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 178 176 186 189 157 117 109	39 OUND O WR O O O O O O O O O O O O O O O O O	0 WU 0 0 1 1 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 440 467 393 391 TOTAL 7032
3:00 PM 3:15 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 6:15 PM 6:30 PM 6:15 PM 6:30 PM 6:45 PM 6:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12 13 12 12 13 72 77.78%	0.7: NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 45 52 50 47 30 47 31 43 36 NR 610 71.51% 06:00 PM	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.69 SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189 155 189 178 ET 2622 89.12%	OUND 0 ER 16 29 16 24 14 21 18 25 25 17 18 21 12 ER 318 10.81%	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 150 50 49 53 76 55 77 43 44 WL 798 24.73%	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 176 186 139 157 117 109 WT 2424 75.12%	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 477 393 391 TOTAL 7032
3:00 PM 3:15 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 4:315 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: DEAK HR: DEAK HR: SEA	1 NL 16 7 11 15 20 21 16 10 22 21 16 10 22 21 15 11 16 12 23 7 27.78%	0.7: NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 0 NT 2 0.23% 05:00 PM - 0	78 BOUND 2 NR 26 29 31 26 45 34 38 45 52 47 30 47 31 43 36 NR 610 71.51% 06:00 PM 179	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.6i SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 5 T 1 10.00%	BOUND 0 SR 3 1 2 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 185 155 192 154 178 ET 2622 89.12%	OUND 0 ER 16 29 16 24 11 18 25 19 18 25 17 18 25 17 18 10.81%	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 49 53 76 65 57 43 44 WL 798 24.73%	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 174 176 186 139 157 117 109 WT 2424 75.12%	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 359 424 396 432 474 418 480 473 500 494 440 467 393 391 TOTAL 7032
3:00 PM 3:15 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 6:15 PM 6:30 PM 6:15 PM 6:30 PM 6:45 PM 6:30 PM	1 NL 16 7 11 15 20 21 16 10 22 20 15 11 16 12 13 12 12 13 72 77.78%	0.7: NORTH 0 NT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78 BOUND 2 NR 26 29 31 26 45 34 38 45 52 47 30 47 31 43 36 NR 610 NR 610 71.51% 06:00 PM 179 0.861	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.69 SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 3 1 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 EASTB 2 ET 134 169 162 159 138 174 160 165 153 185 155 189 155 189 178 ET 2622 89.12%	OUND 0 ER 16 29 16 24 14 21 18 25 19 18 25 17 18 21 12 ER 318 10.81%	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 37 43 46 44 46 48 41 150 50 49 53 76 55 77 43 44 WL 798 24.73%	0.93 WESTE 2 WT 126 144 127 162 127 175 144 183 178 176 186 139 157 117 109 WT 2424 75.12%	SOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 1 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0	TOTAL 359 424 396 432 392 474 418 480 473 500 494 499 477 393 391 TOTAL 7032

Location: Holland Ln & Duke St City: Alexandria Control: Signalized

Project ID: 23-260092-004 Date: 6/6/2023

Data - C	200

_								Data	Cars								
NS/EW Streets:		Hollar	nd Ln			Hollan	ıd Ln			Duke	St			Duke	St		
		NODTI	BOUND			SOUTH	DOLIND			EASTE	OLIND			WECTE	BOUND		
AM	1	0		0	0		0	0	0		0	0			0	0	
Alvi	NL	NT	2 NR	NU	SL	1 ST	SR	SU	EL	2 ET	ER	EU	1 WL	2 WT	WR	WU	TOTAL
6:00 AM	1	0	14	0	0	0	0	0	0	34	2	0	21	19	0	0	91
6:15 AM	1	0	17	0	0	0	0	0	0	44	1	0	14	31	0	0	108
6:30 AM	0	0	20	0	0	0	0	0	1	57	3	0	17	32	0	1	131
6:45 AM	2	2	33	Ö	0	0	0	0	Ō	94	5	o l	24	67	Ö	0	227
7:00 AM	10	0	28	0	0	0	1	0	0	70	4	0	15	66	0	0	194
7:15 AM	4	Ö	50	Ö	0	0	1	0	0	127	13	o l	29	67	Ö	0	291
7:30 AM	10	Ö	51	Ö	ŏ	0	ō	Ô	Ö	125	8	ő	28	87	Ö	Ö	309
7:45 AM	14	Ô	68	Ô	n	Ô	1	Ô	2	146	2	o l	30	81	Õ	o l	344
8:00 AM	14	0	72	0	0	0	3	0	0	156	8	0	39	92	3	1	388
8:15 AM	14	ĭ	56	1	ő	ő	1	Õ	ŏ	184	14	ŏ	30	88	1	ō	390
8:30 AM	9	Ō	46	0	0	Ō	4	Ō	Ō	169	9	ō	46	99	1	3	386
8:45 AM	11	ĭ	40	Ö	ŏ	Ö	3	ŏ	1	194	13	ŏ	43	96	2	ō	404
9:00 AM	6	0	48	1	0	0	2	0	0	156	7	0	39	84	1	0	344
9:15 AM	12	Ō	35	0	0	ō	4	Ō	Ō	138	12	ō	39	75	Ō	2	317
9:30 AM	8	2	36	ō	i	ō	4	ō	Ö	128	11	ō	30	77	i	2	300
9:45 AM	6	0	32	1	1	0	4	0	0	150	13	0	33	82	2	1	325
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	122	6	646	3	2	0	28	0	4	1972	125	0	477	1143	11	10	4549
APPROACH %'s:	15.70%	0.77%	83.14%	0.39%	6.67%	0.00%	93.33%	0.00%	0.19%	93.86%	5.95%	0.00%	29.07%	69.65%	0.67%	0.61%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	48	2	214	1	0	0	11	0	1	703	44	0	158	375	7	4	1568
PEAK HR FACTOR :	0.857	0.500	0.743	0.250	0.000	0.000	0.688	0.000	0.250	0.906	0.786	0.000	0.859	0.947	0.583	0.333	0.970
		0.7	70			0.6	88			0.89	99			0.9	13		0.570
																	0.570
D0.4		NORTH	IBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		0.370
PM	1	NORTH 0	IBOUND 2	0	0	SOUTH 1	BOUND 0	0	0	EASTB 2	OUND 0	0	1	WESTE 2	BOUND 0	0	
	NL	NORTH 0 NT	IBOUND 2 NR	NU	SL	SOUTH 1 ST	BOUND 0 SR	SU	EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTE 2 WT	BOUND 0 WR	WU	TOTAL
3:00 PM	NL 16	NORTH 0 NT 0	BOUND 2 NR 26	NU 0	SL 0	SOUTH 1 ST 0	BOUND 0 SR 3	SU 0	EL 1	EASTB 2 ET 133	OUND 0 ER 15	EU 0	WL 37	WESTE 2 WT 120	BOUND 0 WR 0	WU 0	TOTAL 351
3:00 PM 3:15 PM	NL 16 6	NORTH 0 NT 0 1	BOUND 2 NR 26 29	0 0	SL 0 0	SOUTH 1 ST 0 0	BOUND 0 SR 3 1	0 0	EL 1 1	EASTB 2 ET 133 164	OUND 0 ER 15 29	0 0	WL 37 42	WESTE 2 WT 120 141	BOUND 0 WR 0 0	0 0	TOTAL 351 414
3:00 PM 3:15 PM 3:30 PM	NL 16 6 10	NORTH 0 NT 0 1 0	HBOUND 2 NR 26 29 31	0 0 0	SL 0 0 0	SOUTH 1 ST 0 0	BOUND 0 SR 3 1 1	0 0 0	1 1 0	EASTE 2 ET 133 164 158	6OUND 0 ER 15 29 16	0 0 0	WL 37 42 45	WESTE 2 WT 120 141 124	BOUND 0 WR 0 0	0 0 1	TOTAL 351 414 386
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 16 6 10 14	NORTH 0 NT 0 1 0 0	HBOUND 2 NR 26 29 31 23	NU 0 0 0 0	SL 0 0 0 0	SOUTH 1 ST 0 0 0 0	BOUND 0 SR 3 1 1	SU 0 0 0 0	EL 1 1 0 0	EASTE 2 ET 133 164 158 156	6OUND 0 ER 15 29 16 24	0 0 0 0	WL 37 42 45 43	WESTE 2 WT 120 141 124 159	80UND 0 WR 0 0 0	0 0 1 1	TOTAL 351 414 386 421
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 16 6 10 14 20	NORTH 0 NT 0 1 0 0	BOUND 2 NR 26 29 31 23 45	NU 0 0 0 0	SL 0 0 0 0 0	SOUTH 1 ST 0 0 0 0	BOUND 0 SR 3 1 1 2	SU 0 0 0 0	EL 1 1 0 0 0 0	EASTE 2 ET 133 164 158 156 133	60UND 0 ER 15 29 16 24 14	EU 0 0 0 0	WL 37 42 45 43 45	WESTE 2 WT 120 141 124 159 122	BOUND 0 WR 0 0 0	WU 0 0 1 1 1 0	TOTAL 351 414 386 421 381
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 City:
 Alexandria

 Control:
 Signalized

 Project ID:
 23-260092-004

 Date:
 6/6/2023

_								Data	- HT								
NS/EW Streets:		Hollan	ıd Ln			Hollar	nd Ln			Duke	St			Duke	St St		
		NORTH				SOUTH	BOUND			EASTE	OUND			WESTE			
AM	1 NL	0 NT	2 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
6:00 AM	0	0	2	0	1	0	0	0	0	2	0	0	0	0	0	0	5 5
6:15 AM	0	0	2	0	0	0	0	0	0	6	0	0	0	2	1	0	11
6:30 AM 6:45 AM	0	0	1 0	0	0	0	1 0	0	0 0	5 9	0	0	1 0	2	0	0	10 12
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	1	2	0	0	13
7:15 AM	0	Ō	4	0	Ō	Ō	Ō	0	0	6	Ō	0	Ō	3	0	0	13
7:30 AM	0	0	1	0	0	0	0	0	0	9	0	0	3	3	0	0	16
7:45 AM 8:00 AM	0	0		0	0	0	0	0	0	<u>6</u> 7	<u>2</u>	0	2	4 4	0	0	22 16
8:15 AM	Ö	Ö	3	Ö	ő	Ö	Ö	Ö	ő	5	ő	ő	ō	7	Ö	Ö	15
8:30 AM	1	0	3	0	0	0	0	0	0	5	0	0	0	3	0	0	12
8:45 AM 9:00 AM	0	0	<u>2</u>	0	0	0	0 1	0	0	<u>6</u> 3	0	0	3	6	1 0	0	19 18
9:15 AM	0	0	7	0	0	0	0	0	0	4	1	0	4	3	0	0	19
9:30 AM	1	0	1	Ō	0	0	Ō	0	0	4	Ō	0	2	7	0	0	15
9:45 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	4	0	44	0	1	0	2	0	0	88	3	0	22	56	2	0	222
APPROACH %'s : PEAK HR :	8.33%	0.00% - MA 00:80	91.67%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	96.70%	3.30%	0.00%	27.50%	70.00%	2.50%	0.00%	TOTAL
PEAK HR VOL :	1	08:00 AM - 0	11	0	0	0	0	0	0	23	0	0	6	20	1	0	62
				0.000	0.000	0.000	0.000	0.000	0.000	0.821	0.000	0.000	0.375	0.714	0.250	0.000	
PEAK HR FACTOR :	0.250	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.000			0.000	0.575			0.000	0.816
PEAR HR FACTOR :	0.250	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.82		0.000	0.575	0.6		0.000	0.816
	0.250		50	0.000	0.000		BOUND	0.000	0.000		21	0.000	0.373		14	0.000	0.816
PM	1	0.79 NORTH	BOUND 2	0	0	SOUTH 1	BOUND 0	0	0	EASTB	OUND 0	0	1	WESTE 2	BOUND 0	0	
PM	1 NL	0.79 NORTH 0 NT	BOUND 2 NR	0 NU	0 SL	SOUTH 1 ST	BOUND 0 SR	0 SU	0 EL	EASTB 2 ET	OUND 0 ER	0 EU	1 WL	0.65 WESTE	BOUND 0 WR	0 WU	TOTAL
	1	0.79 NORTH	BOUND 2	0	0	SOUTH 1	BOUND 0	0	0	EASTB	OUND 0	0	1	WESTE 2	BOUND 0	0	
PM 3:00 PM 3:15 PM 3:30 PM	1 NL 0	0.75 NORTH 0 NT 0 0	BOUND 2 NR 0 0 0	0 NU 0 0	0 SL 0 0	SOUTH 1 ST 0 0	BOUND 0 SR 0 0	0 SU 0 0	0 EL 0 0	0.85 EASTE 2 ET 1 5 4	OUND 0 ER 1 0	0 EU 0 0	1 WL 0	0.6: WESTE 2 WT 6 3 3	80UND 0 WR 0 0	0 WU 0 0	TOTAL 8 10 10
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	1 NL 0 1 1	0.75 NORTH 0 NT 0 0 0 0	BOUND 2 NR 0 0 0 3	0 NU 0 0	0 SL 0 0 0	SOUTH 1 ST 0 0 0	BOUND 0 SR 0 0 1	0 SU 0 0 0	0 EL 0 0	0.85 EASTB 2 ET 1 5 4 3	OUND 0 ER 1 0 0	0 EU 0 0	1 WL 0 1 1	0.6: WESTE 2 WT 6 3 3 3	BOUND 0 WR 0 0 0	0 WU 0 0 0	TOTAL 8 10 10 11
PM 3:00 PM 3:15 PM 3:30 PM	1 NL 0 1	0.75 NORTH 0 NT 0 0	BOUND 2 NR 0 0 0	0 NU 0 0	0 SL 0 0	SOUTH 1 ST 0 0	BOUND 0 SR 0 0	0 SU 0 0	0 EL 0 0	0.85 EASTE 2 ET 1 5 4	OUND 0 ER 1 0	0 EU 0 0	1 WL 0 1	0.6: WESTE 2 WT 6 3 3	80UND 0 WR 0 0	0 WU 0 0	TOTAL 8 10 10
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	1 NL 0 1 1 1 0 1	0.75 NORTH 0 NT 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 3 0 0 0 0 0	0 NU 0 0 0 0	0 SL 0 0 0 0	SOUTH 1 ST 0 0 0 0 0	BOUND 0 SR 0 0 1 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 0 0 0 0	0.85 EASTE 2 ET 1 5 4 3 5 3 2	21 COUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0	1 WL 0 1 1 1 0 0	0.6: WESTE 2 WT 6 3 3 3	30UND 0 WR 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 8 10 10 11 11 15 8
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	1 NL 0 1 1 1 0 1 1 0	0.75 NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0	0 SL 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0	BOUND 0 SR 0 0 1 0 0 0 0	0 SU 0 0 0 0	0 EL 0 0 0 0	0.83 EASTE 2 ET 1 5 4 3 5 3 2 0	21 OUND 0 ER 1 0 0 0 0 0 0	0 EU 0 0 0 0 0	1 WL 0 1 1 1 1 0 0	0.65 WESTE 2 WT 6 3 3 3 5 111 5 5	80UND 0 WR 0 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	1 NL 0 1 1 1 0 1	0.75 NORTH 0 NT 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 3 0 0 0 0 0	0 NU 0 0 0 0	0 SL 0 0 0 0	SOUTH 1 ST 0 0 0 0 0	BOUND 0 SR 0 0 1 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 0 0 0 0	0.85 EASTE 2 ET 1 5 4 3 5 3 2	21 COUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0	1 WL 0 1 1 1 0 0	0.65 WESTE 2 WT 6 3 3 3 5 11	30UND 0 WR 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 8 10 10 11 11 15 8
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM	1 NL 0 1 1 1 0 1 1 1 0 0 1 1 1 0 0 1	0.7! NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 3 0 0 0 0 1 1 1 1 1	0 NU 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	0.83 EASTE 2 ET 1 5 4 3 5 3 2 0 0 0 5 1 1	OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 0 0 0	0.63 WESTE 2 WT 6 3 3 3 5 5 111 5 5 7 2 2 3	30UND 0 WR 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6
3:00 PM 3:15 PM 3:35 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	1 NL 0 1 1 1 0 1 1 0 0 1 1 0 0 0 1 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 0 0 1 1 1 1 2 2	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0	SOUTH 1 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 3 3 5 5 3 2 0 0 0 5 1 1 3	OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 0	0.60 WESTE 2 WT 6 3 3 3 5 5 11 5 5 5 7 7 2 2 3 10	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM	1 NL 0 1 1 1 0 1 1 1 0 0 1 1 1 0 0 1	0.7! NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 3 0 0 0 0 1 1 1 1 1	0 NU 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	0.83 EASTE 2 ET 1 5 4 3 5 3 2 0 0 0 5 1 1	OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 0 0 0 0	0.63 WESTE 2 WT 6 3 3 3 5 5 111 5 5 7 2 2 3	30UND 0 WR 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16 1
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	1 NL 0 1 1 1 1 0 0 1 1 1 0 0 0 1 1 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 1 1 1 1 2 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 St. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 4 3 5 5 3 2 0 0 0 5 5 1 1 3 0 0 2 2 1	21 OUND O ER 1 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 0 1 3 1 1 1 0 0 0	0.60 WESTE 2 WT 6 3 3 3 5 111 5 5 7 7 2 3 110 1 8 8 3	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16 1 10 4
3:00 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:00 PM 6:00 PM	1 NL 0 1 1 1 1 0 0 1 1 1 0 0 0 0 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTB 2 ET 1 5 4 4 3 5 3 2 0 0 5 1 3 2 2 0 0 0 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0	21 OUND O ER 1 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 1 1 3 1 1 1 0 0 0 0 0 0	0.60 WESTE 2 WT 6 3 3 5 111 5 5 7 7 2 3 100 1 8	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16 1
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	1 NL 0 1 1 1 1 0 0 1 1 1 0 0 0 1 1 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 1 1 1 1 2 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 St. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 4 3 5 5 3 2 0 0 0 5 5 1 1 3 0 0 2 2 1	21 OUND O ER 1 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 0 1 3 1 1 1 0 0 0	0.60 WESTE 2 WT 6 3 3 3 5 111 5 5 7 7 2 3 110 1 8 8 3	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16 1 10 4
PM 3:00 PM 3:15 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:45 PM	1 NL 0 1 1 1 1 0 0 1 1 1 0 0 0 0 0 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 NT 0 0 NT 0 0 NT 0 NT 0 NT 0	500 BOUND 2 NR 0 0 0 0 0 1 1 1 2 0 0 NR NR 9	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 3 5 3 2 0 0 5 1 3 0 2 1 4 ET 39	21 OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 ER 1	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 0 1	0.6: WESTE 2 WT 6 3 3 3 5 5 111 5 5 7 7 2 2 3 110 1 8 8 3 3 3 WT 78	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 11 15 8 5 9 12 6 16 1 10 4 9
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 6:15 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH %6's:	1 NL 0 1 1 1 1 0 0 1 1 0 0 1 0 0 0 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 0 1 1 1 1 2 2 0 0 0 1 1 NR 9 60.00%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.85 EASTE 2 ET 1 1 5 4 3 5 3 2 0 0 5 1 3 0 2 1 4	21 OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 1 1 3 1 1 1 0 0 0 1 1 WL	0.60 WESTE 2 WT 6 6 3 3 5 11 5 7 2 3 10 1 8 3 3 WT	14 30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 11 11 15 8 5 9 12 6 16 1 10 4 9 TOTAL 145
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 6:30 PM 6:15 PM 6:30 PM 6:45 PM 6:30 PM 6:45 PM 6:30 PM	1 NL 0 1 1 1 1 0 0 1 1 0 0 1 0 0 0 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 NT 0 0 NT 0 0 NT 0 NT 0 NT 0	BOUND 2 NR 0 0 0 0 0 0 0 1 1 1 1 2 2 0 0 0 1 1 NR 9 60.00%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 3 5 3 2 0 0 5 1 3 0 2 1 4 ET 39	21 OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 ER 1	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 1 1 3 3 1 1 1 1 0 0 0 1 1 WL 11 1 12.36%	0.6: WESTE 2 WT 6 3 3 3 5 5 111 5 5 7 7 2 2 3 110 1 8 8 3 3 3 WT 78	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 10 11 11 15 8 5 9 12 6 16 11 10 4 9 TOTAL 145
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:30 PM 5:30 PM 6:15 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH %6's:	1 NL 0 1 1 1 1 0 0 1 1 1 0 0 0 0 0 0 0 0 0	0.7: NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 2 NR 0 0 0 0 0 0 0 1 1 1 1 2 2 0 0 0 1 1 NR 9 60.00% 06:00 PM 5 0.625	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.8: EASTE 2 ET 1 5 4 3 5 3 2 0 0 5 1 3 0 2 1 4 ET 39 97.50%	21 OUND 0 ER 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 0 1	0.6: WESTE 2 WT 6 3 3 5 111 5 7 7 2 3 10 1 8 3 3 WT 78 87.64%	14 SOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 8 10 11 11 15 8 5 9 12 6 16 1 10 4 9 TOTAL 145

Location: Holland Ln & Duke St City: Alexandria Control: Signalized

Project ID: 23-260092-004 Date: 6/6/2023

Data	_	ВH	700

NS/EW Streets:		Hollan	d Ln			Holla	nd Ln			Duke	e St	_		Duke	St		
		NORTH	BOUND			SOUTI	HBOUND			EASTE	BOUND			WESTE	BOUND		
AM	1 NL	0 NT	2 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2
7:15 AM 7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1 0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	1	Ö	Ö	Ö	Ö	Ö	Ö	Ö	Ö	Ŏ	Ö	ő	1	Ö	Ö	Ö	2
8:30 AM	0	Ō	0	0	0	0	0	0	0	0	0	0	1	Ō	Ō	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	5	0	5	0	0	0	0	0	0	3	1	0	3	4	0	0	21
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%					0.00%	75.00%	25.00%	0.00%	42.86%	57.14%	0.00%	0.00%	l I
PEAK HR :		- MA 00:80	09:00 AM														TOTAL
PEAK HR VOL :	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.625
		0.37	75											0.50	00		
		NODTU	POLIND			COLITI	ADOLIND			EACTD	OLIND			WECTE	OUND		
PM	1	NORTH 0		0	0		HBOUND	0	0	EASTE		0	1	WESTE 2		0	
PM	1 NL	0	2	0 NU	0 SL	1	0	0 SU	0 EL	2	0	0 EU	1 WL	2	0	0 WU	TOTAL
PM 3:00 PM	1 NL 0			0 NU 0	0 SL 0			0 SU 0	0 EL 0			0 EU 0	1 WL 0			0 WU	TOTAL
3:00 PM 3:15 PM	NL	0 NT	2 NR 0 0	0 0	SL	1 ST 0 0	0 SR	SU	0 0	2 ET	0 ER	EU	0 0	2 WT	0 WR	0 0	1 0
3:00 PM 3:15 PM 3:30 PM	NL 0 0 0	0 NT 0 0	2 NR 0 0	NU 0 0 0	SL 0 0 0	1 ST 0 0 0	0 SR 0 0	0 0 0	0 0 0	2 ET 0	0 ER 1 0	0 0 0	WL 0	2 WT 0 0 1	0 WR 0 0	0 0 0	1 0 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 0 0	0 NT 0 0 0	2 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	1 ST 0 0 0 0	0 SR 0 0 0	SU 0 0 0 0	EL 0 0 0 0	2 ET 0 0 0 1	0 ER 1 0 0	0 0 0 0	WL 0 0 2 1	2 WT 0 0 1	0 WR 0 0 0	WU 0 0 0 0	1 0 3 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0 0	0 NT 0 0 0 0 0	2 NR 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0	0 0 0 0 0	2 ET 0 0	0 ER 1 0 0 0	0 0 0 0 0	WL 0 0 2 1	2 WT 0 0 1 0	0 WR 0 0 0 0	WU 0 0 0 0	1 0 3 2 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0 0	2 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 1 1	0 ER 1 0 0 0 0	EU 0 0 0 0 0	WL 0 0 2 1	2 WT 0 0 1 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0	1 0 3 2 3 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	2 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0 0	0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 1 1 1 1	0 ER 1 0 0 0	EU 0 0 0 0 0 0	WL 0 0 2 1 1 0	2 WT 0 0 1 0 1 1 1	0 WR 0 0 0 0 0	WU 0 0 0 0 0	1 0 3 2 3 2 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	2 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0	0 0 0 0 0 0 0	2 ET 0 0 0 1 1	0 ER 1 0 0 0 0 0 2 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 2 1 1 0 0	2 WT 0 0 1 0 1 1 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 3 2 3 2 2 2 2
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3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:15 PM 5:30 PM 6:00 PM 6:30 PM 6:45 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 0 0 0 1 1 1 1 0 0 0 0 0 0 0 1 1 1 0	0 ER 1 0 0 0 0 0 2 1 1 0 1 1 1 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 2 1 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	2 WT 0 0 1 0 1 1 1 0 0 0 0 0 0 0 0 1 1 0 0 0 1 0	WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 3 2 2 3 3 2 2 2 2 2 2 4 4 0 0 1 1 1 TOTAL 30 TOTAL

National Data & Surveying Services Intersection Turning

Movement Count
Project ID: 23-260092-004
Date: 6/6/2023

Location: Holland Ln & Duke St City: Alexandria

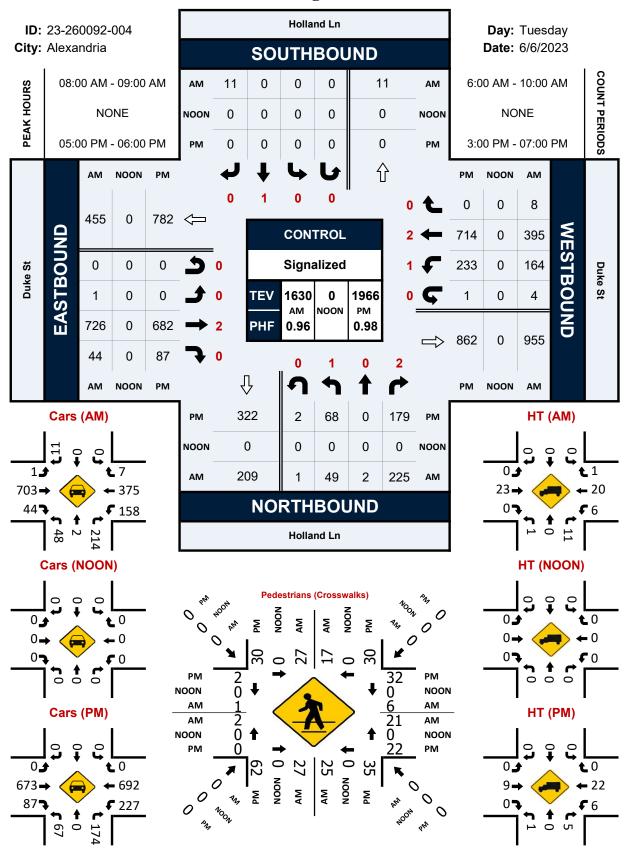
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Holla	nd Ln	Holla	nd Ln	Duk	e St	Duk	e St	
AM	NORT	H LEG	SOUT	H LEG	EAST	LEG	WEST	Γ LEG	
AlVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM		2	1	0	0	2	0	0	6
6:15 AM		0	3	2	1	0	0	0	8
6:30 AM	2	0	0	1	0	0	0	0	3
6:45 AM	0	4	3	2	5	0	0	0	14
7:00 AM	1	2	1	3	9	0	0	0	16
7:15 AM	3	4	4	4	4	2	1	0	22
7:30 AM	2	5	5	8	6	1	0	0	27
7:45 AM	2	2	6	7	4	0	0	0	21
8:00 AM	7	5	5	9	7	0	2	1	36
8:15 AM		6	8	5	4	3	0	0	34
8:30 AM		5	9	5	4	3	0	0	29
8:45 AM		1	5	6	6	0	0	0	27
9:00 AM	5	3	6	4	1	3	0	0	22
9:15 AM	1	2	8	6	2	3	0	0	22
9:30 AM		4	7	9	1	2	1	0	26
9:45 AM	1	3	7	6	3	1	0	0	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	49	48	78	77	57	20	4	1	334
APPROACH %'s:	50.52%	49.48%	50.32%	49.68%	74.03%	25.97%	80.00%	20.00%	
PEAK HR:		- 09:00 AM							TOTAL
PEAK HR VOL:	27	17	27	25	21	6	2	1	126
PEAK HR FACTOR :	0.750	0.708	0.750	0.694	0.750	0.500	0.250	0.250	0.875
	0.7	786	0.9	29	0.9	964	0.2	250	0.073

DNA	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WES	T LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	8	3	14	2	2	2	0	1	32
3:15 PM	3	3	2	9	1	4	0	0	22
3:30 PM	1	5	13	3	1	1	0	0	24
3:45 PM	3	3	3	2	0	2	0	0	13
4:00 PM	2	4	8	4	2	2	0	0	22
4:15 PM	5	1	3	16	3	1	0	0	29
4:30 PM	6	10	7	5	1	2	0	0	31
4:45 PM	6	1	18	15	1	4	0	0	45
5:00 PM	8	5	12	5	5	7	0	1	43
5:15 PM		12	21	9	6	12	0	1	66
5:30 PM	15	7	19	6	10	4	0	0	61
5:45 PM	2	6	10	15	1	9	0	0	43
6:00 PM	6	6	7	5	4	4	0	0	32
6:15 PM	7	4	8	10	4	5	0	0	38
6:30 PM		3	17	15	3	3	0	0	47
6:45 PM	3	13	5	8	2	6	0	0	37
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	86	86	167	129	46	68	0	3	585
APPROACH %'s:	50.00%	50.00%	56.42%	43.58%	40.35%	59.65%	0.00%	100.00%	
PEAK HR :	05:00 PM	- 06:00 PM							TOTAL
PEAK HR VOL :	30	30	62	35	22	32	0	2	213
PEAK HR FACTOR :	0.500	0.625	0.738	0.583	0.550	0.667		0.500	0.807
	0.0	582	0.0	308	0.7	750	0.5	500	0.607

Holland Ln & Duke St

Peak Hour Turning Movement Count



Location: Holland Ln & Jamieson Ave City: Alexandria Control: Signalized

Project ID: 23-260092-003 Date: 6/6/2023

Control:	Signalized													Date:	6/6/2023		
								Data ·	· Total								
NS/EW Streets:		Holla	nd Ln			Hollan	d Ln			Jamieso	n Ave			Jamieso	n Ave		
		NORTH	HBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0 NL	2 NT	0 NR	0 NU	0.5 SL	1 ST	0.5 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
6:00 AM	0	14	14	0	2	19	1	0	3	3	0	0	2	3	1	0	62
6:15 AM	0	20	23	0	1	12	3	0	0	5	2	0	8	1	2	0	77
6:30 AM	0	21	17	0	1	15	1	0	0	5	2	0	4	2	2	0	70
6:45 AM	0	40	28	0	1	16	5	0	1	9	0	0	7	1	3	0	111
7:00 AM	2	33	43	0	4	15	1	0	7	13	1	0	10	2	2	0	133
7:15 AM 7:30 AM	1 0	56 60	53 63	0	5 7	29 24	9 9	0	6 4	16 17	0	0	9 9	0	2 1	0	190 194
7:30 AM 7:45 AM	1	86	85	0	4	33	4	0	11	20	1	0	16	7	2	0	270
8:00 AM	2	88	65	0	1	29	6	0	6	17	3	0	25	9	1	0	252
8:15 AM	2	62	82	Ö	9	25	15	Õ	13	20	4	ő	16	5	i	Ô	254
8:30 AM	3	53	69	ō	8	32	7	ō	0	19	1	ō	8	8	4	ō	212
8:45 AM	3	59	49	0	13	38	13	1	3	13	0	1	11	6	3	0	213
9:00 AM	0	52	43	0	7	34	6	0	5	13	0	1	24	7	1	0	193
9:15 AM	1	49	37	0	9	31	15	0	7	12	3	0	7	10	3	0	184
9:30 AM	3	44	27	0	9	29	8	0	4	13	3	0	13	6	3	0	162
9:45 AM	2	29	30	0	6	29	5	0	6	5	4	0	9	3	4	0	132
	NL.	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	20	766	728	0	87	410	108	1	76	200	24	2	178	74	35	0	2709
APPROACH %'s:	1.32%	50.59%	48.08%	0.00%	14.36%	67.66%	17.82%	0.17%	25.17%	66.23%	7.95%	0.66%	62.02%	25.78%	12.20%	0.00%	
PEAK HR :		07:45 AM															TOTAL
PEAK HR VOL :	8	289	301	0	22	119	32	0	30	76	9	0	65	29	8	0	988
PEAK HR FACTOR :	0.667	0.821	0.885	0.000	0.611	0.902	0.533	0.000	0.577	0.950	0.563	0.000	0.650	0.806	0.500	0.000	0.915
		0.0	909			0.00	33			0.7.	//			0.7	29		
		NORTH	HBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
PM	0	2	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	TOTAL
3:00 PM	NL 4	NT 38	NR 30	NU 0	SL 13	ST 33	SR 7	SU	EL 3	ET	ER 5	EU 0	WL 19	WT 6	WR 1	WU 0	TOTAL 164
3:15 PM	2	28	44	0	17	27	15	0	3	16	4	0	18	5	2	0	181
3:30 PM	1	37	62	Ö	13	30	14	Ö	2	23	2	ő	29	2	1	ő	216
3:45 PM	2	40	49	Ō	11	33	14	Ō	0	16	1	Ō	25	5	3	Ō	199
4:00 PM	1	56	44	0	15	43	16	0	3	26	0	0	28	6	3	0	241
4:15 PM	4	39	48	0	17	35	9	1	7	19	3	0	27	11	1	0	221
4:30 PM	3	43	60	0	13	41	10	0	4	20	2	0	31	6	2	0	235
4:45 PM	4	53	52	0	19	53	12	0	4	35	4	0	34	6	3	0	279
5:00 PM 5:15 PM	0 1	54 59	68 65	0	19 15	45 41	16 17	0	5 5	42 37	3 2	0	30 34	11 13	3	0	296 292
5:30 PM	0	42	77	0	10	74	10	0	3	28	2	0	35	7	1	0	292
5:45 PM	0	39	50	0	14	58	7	0	2	25	2	0	39	11	2	0	249
6:00 PM	3	54	66	1	19	53	15	0	7	33	5	0	24	10	4	0	294
6:15 PM	4	42	49	0	8	41	10	Ō	2	30	4	ō	33	5	2	Ō	230
6:30 PM	1	48	63	0	19	43	14	0	3	19	2	0	29	7	1	0	249
6:45 PM	2	45	63	0	10	43	17	0	3	23	2	0	23	5	1	0	237
1	l																

SR 203 17.98%

55 0 0.809 0.880

213 0.720

SU 1 0.09%

0 0.000

17 0.850

142 0.845

ER 43 8.67%

11 0.688

EU 0 0.00%

133 0.950

WT 116 19.11%

37 0.712

10 12 0.833 0.900

WU 0 0.00%

0 0.000

TOTAL 3872

TOTAL 1156

0.976

NU 1 0.06%

0 63 0.000 0.829

NT 717 43.72%

5 0.313

04:45 PM - 05:45 PM 208 262 0.881 0.851

TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:

${\tt National\ Data\ \&\ Surveying\ Services} \\ Intersection\ Turning\ Movement\ Count$

Location: Holland Ln & Jamieson Ave City: Alexandria Control: Signalized

Project ID: 23-260092-003 **Date:** 6/6/2023

Control:	Signalized													Date:	5/6/2023		
_								Data ·	- Cars								
NS/EW Streets:		Hollar	nd Ln			Hollar	nd Ln			Jamieso	on Ave			Jamieso	n Ave		
		NORTH	BOUND			SOUTH	IBOUND			EASTE	BOUND			WESTE	BOUND		
AM	0	2	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
6:00 AM	0	12	14	0	2	19	1	0	3	3	0	0	2	3	1	0	60
6:15 AM	0	18	23	0	1	12	3	0	0	5	2	0	8	1	2	0	75
6:30 AM	0	21	17	0	1	14	1	0	0	5	2	0	4	2	1	0	68
6:45 AM	0	40	28	0	1	16	5	0	1	9	0	0	6	1	3	0	110
7:00 AM	2	32	42	0	4	14	1	0	7	13	1	0	10	2	1	0	129
7:15 AM	1	54	51	0	5	29	9	0	5	15	0	0	9	4	2	0	184
7:30 AM	0	60	61	0	5	24	8	0	4	15	0	0	9	0	1	0	187
7:45 AM	1	80	83	0	3	32	2	0	10	19	1	0	15		1	0	254
8:00 AM	2	86	62	0	1	28	6	0	5	16	2	0	23	9	1	0	241
8:15 AM	2	60	82	0	8	25	15	0	12	20	3	0	15	5	1	0	248
8:30 AM	2	49	66	0	8	32	7	0	0 3	19	1	0	8	8	4	0	204
8:45 AM 9:00 AM	0	58 46	48 41	0	11 6	37 33	12 5	0	<u>3</u>	13	0	1	10 24	<u>6</u> 7	2	0	205 182
9:00 AM 9:15 AM	1	42	35	0	9	28	13	0	5 7	11	3	0	7	10	3	0	169
9:30 AM	3	43	35 26	0	9	26 27	8	0	4	13	3	0	12	6	2	0	156
9:45 AM	2	26	29	0	6	29	5	0	6	4	4	0	8	3	4	0	126
9.43 AI1	2	20	29	U	0	29	3	U	U	4	4	U	0	3	7	U	120
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES:	19	727	708	0	80	399	101	1	72	193	22	2	170	74	30	0	2598
APPROACH %'s:	1.31%	50.00%	48.69%	0.00%	13.77%	68.67%	17.38%	0.17%	24.91%	66.78%	7.61%	0.69%	62.04%	27.01%	10.95%	0.00%	
PEAK HR :		07:45 AM -						_			_	_			_	_	TOTA
PEAK HR VOL :	7	275	293	0	20	117	30	0	27	74	7	0	61	29	7	0	947
PEAK HR FACTOR :	0.875	0.799	0.883	0.000	0.625	0.914	0.500	0.000	0.563	0.925	0.583	0.000	0.663	0.806	0.438	0.000	0.932
		0.8	1//			0.8	70			0.7	/1			0.7	35		
		NORTH	BOUND			SOUTH	IROLIND			FACTE	BOUND			WESTE	ROLIND		
PM	0	2	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	
- ' ' ' '	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĖT	ER	EU	WL	WΤ	WR	WU	TOTA
3:00 PM	4	38	29	0	13	32	7	0	3	5	5	0	19	6	1	0	162
3:15 PM	,	27	44	n	17	26	15	ñ	3	16	4	ñ	18	5	2	ñ	179

		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
PM	0	2	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	4	38	29	0	13	32	7	0	3	5	5	0	19	6	1	0	162
3:15 PM	2	27	44	0	17	26	15	0	3	16	4	0	18	5	2	0	179
3:30 PM	1	36	61	0	13	29	14	0	2	23	2	0	29	2	1	0	213
3:45 PM	2	36	48	0	11	32	14	0	0	16	1	0	25	5	2	0	192
4:00 PM	1	56	44	0	15	42	16	0	3	26	0	0	27	6	3	0	239
4:15 PM	4	38	48	0	17	35	9	1	7	19	3	0	26	11	1	0	219
4:30 PM	3	42	60	0	13	41	10	0	4	20	2	0	31	6	2	0	234
4:45 PM	4	53	52	0	19	53	12	0	4	35	4	0	33	6	3	0	278
5:00 PM	0	53	68	0	19	44	16	0	5	42	3	0	30	11	2	0	293
5:15 PM	1	57	64	0	15	38	17	0	5	37	2	0	34	13	3	0	286
5:30 PM	0	42	77	0	9	74	10	0	2	28	2	0	35	7	1	0	287
5:45 PM	0	37	50	0	14	57	7	0	2	25	2	0	39	11	2	0	246
6:00 PM	3	54	66	1	19	53	15	0	7	33	5	0	24	10	4	0	294
6:15 PM	4	42	49	0	8	41	10	0	2	30	4	0	33	5	2	0	230
6:30 PM	1	48	63	0	19	43	14	0	3	19	2	0	29	7	1	0	249
6:45 PM	2	44	63	0	10	42	17	0	3	23	2	0	23	5	1	0	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	703	886	1	231	682	203	1	55	397	43	0	455	116	31	0	3836
APPROACH %'s:	1.97%	43.34%	54.62%	0.06%	20.68%	61.06%	18.17%	0.09%	11.11%	80.20%	8.69%	0.00%	75.58%	19.27%	5.15%	0.00%	
PEAK HR:			05:45 PM														TOTAL
PEAK HR VOL :	5	205	261	0	62	209	55	0	16	142	11	0	132	37	9	0	1144
PEAK HR FACTOR:	0.313	0.899	0.847	0.000	0.816	0.706	0.809	0.000	0.800	0.845	0.688	0.000	0.943	0.712	0.750	0.000	0.976
		0.9	65			0.87	76			0.84	45			0.8	90		0.570

 Cotation:
 Holland Ln & Jamieson Ave

 City:
 Alexandria

 Control:
 Signalized

 Project ID:
 23-260092-003

 Date:
 6/6/2023

Control:	Signalized													Date: 6	5/6/2023		
_								Data	- HT								
NS/EW Streets:		Hollan	d Ln			Hollar	ıd Ln			Jamieso	n Ave			Jamieso	n Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0 NL	2 NT	0 NR	0 NU	0.5 SL	1 ST	0.5 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM 6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1 0	0	2 1
7:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4
7:15 AM	Ö	2	2	Ŏ	Ö	ō	Ŏ	Ö	1	1	Ö	ő	Ŏ	Ŏ	Ō	Ö	6
7:30 AM	0	0	2	0	2	0	1	0	0	2	0	0	0	0	0	0	7
7:45 AM	0	6	2	0	1		2	0	1		0	0	1	0	1	0	16
8:00 AM 8:15 AM	0	2	3 0	0	0 1	1 0	0	0	1 1	1 0	1	0	2 1	0	0	0	11 6
8:30 AM	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	Ō	i	1	Ŏ	2	1	1	Ö	Ö	Ŏ	Ö	ő	1	Ŏ	1	Ö	8
9:00 AM	0	6	2	0	1	1	1	0	0	0	0	0	0	0	0	0	11
9:15 AM	0	7	2	0	0	3	2	0	0	1	0	0	0	0	0	0	15
9:30 AM 9:45 AM	0	1 3	1	0	0	2	0	0	0	0 1	0	0	1	0	1 0	0	6 6
3. 13 Al-1		3	-	·		·	·	·		-	·	•	-	·	•	·	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	39	20	0	7	11	7	0	4	7	2	0	8	0	5	0	111
APPROACH %'s : PEAK HR :	1.67%	65.00% 07:45 AM -	33.33%	0.00%	28.00%	44.00%	28.00%	0.00%	30.77%	53.85%	15.38%	0.00%	61.54%	0.00%	38.46%	0.00%	TOTAL
PEAK HR VOL :	1	14	8	0	2	2	2	0	3	2	2	0	4	0	1	0	41
PEAK HR FACTOR :	0.250	0.583	0.667	0.000	0.500	0.500	0.250	0.000	0.750	0.500	0.500	0.000	0.500	0.000	0.250	0.000	0.641
		0.7	19			0.3	75			0.5	83			0.62	25		0.0.1
		NORTH	BULIND			COLITH	BOUND			EASTE	OLIND			WESTE	OLIND		
PM	0	2	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM 3:30 PM	0	1	0 1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	0	1	0	7
4:00 PM	0	Ö	0	0	0	î	0	0	0	0	0	0	1	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0 1	0	0	0	1
4:45 PM 5:00 PM	0	<u>0</u>	0	0	0	1	0	0	0	0	0	0	0	0	<u>0</u>	0	3
5:15 PM	Ö	2	1	Ö	Ö	3	Ö	Ö	Ö	Ö	0	ő	ő	Ö	Ō	Ö	6
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0					i	Ö	ō	Ō	Ō	Ō	Ō	ō	Ō	Ō	ō	2
6:45 PM	0	1	Ŏ	0	0	1	-										
6:45 PM	0	1	0					CII	FI		FD	F11	14//	NA/T	1M/D		TOTAL
	0 NL	1 NT	0 NR	NU	SL	ST	SR	SU 0	EL 1	ET 0	ER 0	EU 0	WL 3	WT	WR	WU	TOTAL 36
TOTAL VOLUMES :	0	NT 14	NR 4	NU 0	SL 1	ST 11	SR 0	0	1	0	0	0	3	0	2	WU 0	TOTAL 36
	0 NL 0 0.00%	1 NT	0 NR 4 22.22%	NU 0 0.00%	SL	ST 11 91.67%	SR 0 0.00%	0 0.00%	1 100.00%	0.00%	0.00%			0 0.00%	2 40.00%	WU 0 0.00%	
TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	0 NL 0 0.00%	NT 14 77.78% 04:45 PM -	0 NR 4 22.22% 05:45 PM 1	NU 0 0.00%	SL 1 8.33%	ST 11 91.67%	SR 0 0.00%	0 0.00% 0	1 100.00%	0 0.00%	0 0.00%	0 0.00% 0	3 60.00%	0 0.00% 0	2 40.00%	WU 0 0.00%	36
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	0 NL 0 0.00%	NT 14 77.78% 04:45 PM -	0 NR 4 22.22% 05:45 PM 1 0.250	NU 0 0.00%	SL 1 8.33%	ST 11 91.67%	SR 0 0.00%	0 0.00%	1 100.00%	0.00%	0 0.00% 0 0.000	0 0.00%	3 60.00%	0 0.00%	2 40.00% 1 0.250	WU 0 0.00%	36 TOTAL

Location: Holland Ln & Jamieson Ave City: Alexandria Control: Signalized

Data - Bikes

Project ID: 23-260092-003 Date: 6/6/2023

_								Data	DIRCO								
NS/EW Streets:		Hollan	nd Ln			Hollan	d Ln			Jamieso	n Ave			Jamieso	n Ave		
		NODTH	IBOUND			SOUTH	POLIND			EASTB	OLIND			WESTE	OLIND		
AM	0	2	0	0	0.5	1	0.5	0	0	1	0000	0	0	1	0	0	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
6:15 AM	0	0	1	0	Ö	0	0	0	0	i	0	ő	Ö	Ō	0	0	2
6:30 AM	0	Ô	2	ŏ	Ö	Ö	Ö	Ô	Ö	i	Ô	ő	ő	Ô	1	Ô	4
6:45 AM	Ö	ŏ	ō	ŏ	Ŏ	ő	Õ	Ö	ĭ	ō	Õ	ő	Ö	Õ	ō	Ö	1
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
7:15 AM	Ö	i	ō	ō	Ö	i	Ō	ō	Ö	1	Ō	ō	ō	Ō	ō	ō	3
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
7:45 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	0	6
8:00 AM	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	3
8:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	3	1	0	0	7
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	4	1	0	8
9:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	5
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	3
9:45 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	1	1	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	3	11	0	0	2	2	0	2	16	0	0	5	16	5	0	62
APPROACH %'s :	0.00%	21.43%	78.57%	0.00%	0.00%	50.00%	50.00%	0.00%	11.11%	88.89%	0.00%	0.00%	19.23%	61.54%	19.23%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	0	07:45 AM -	3	0	0	1	0	0	0	5	0	0	0	7	1	0	TOTAL 17
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.000	0.000	5 0.417	0.000	0.000	0.000	0.438	0.250	0.000	
PEAK HK FACTOR :	0.000	0.000		0.000	0.000	0.250		0.000	0.000	0.417		0.000	0.000	0.436		0.000	0.708
		0.5	73			0.2.	50			0.41	. /			0.3	00		
PM	0	NORTH	IBOUND	0	0.5	SOUTH	BOUND	0	0	EASTB	OUND	0	0	WESTE	BOUND	0	
PM	0 NL	NORTH 2	IBOUND 0	0 NU	0.5 SL	SOUTH 1	BOUND 0.5	0 SU	0 EL		OUND 0	0 EU	0 WL	WESTE	BOUND 0	0 WU	TOTAL
PM 3:00 PM		NORTH	IBOUND	0 NU 0	0.5 SL 0	SOUTH	BOUND			EASTB	OUND			WESTE	BOUND	0 WU 0	TOTAL 8
	NL	NORTH 2 NT	IBOUND 0 NR	NU	SL	SOUTH 1 ST	BOUND 0.5 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU	WL	WESTE 1 WT	BOUND 0 WR	WU	
3:00 PM	NL 0	NORTH 2 NT 0	IBOUND 0 NR 2	NU 0	SL 0	SOUTH 1 ST 1	BOUND 0.5 SR 0	SU 0	EL 0	EASTB 1 ET 2	OUND 0 ER 0	EU 0	WL 1	WESTE 1 WT 2	BOUND 0 WR 0	WU 0	8 5 3
3:00 PM 3:15 PM	0 0	NORTH 2 NT 0	IBOUND 0 NR 2 1	0 0	SL 0 1	SOUTH 1 ST 1 0	BOUND 0.5 SR 0	0 0	0 0	EASTBOOK 1 ET 2 1	OUND 0 ER 0	0 0	WL 1 1	WESTE 1 WT 2 1	BOUND 0 WR 0	0 0	8 5
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0 0 0	NORTH 2 NT 0 0 0	IBOUND 0 NR 2 1	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 1 0	SOUTH 1 ST 1 0 0 1	BOUND 0.5 SR 0 0 1 1	0 0 0	EL 0 0 0 0 0	EASTBO	OUND 0 ER 0 0	0 0 0	WL 1 1 0	WESTE 1 WT 2 1 1	BOUND 0 WR 0 0	0 0 0	8 5 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0	NORTH 2 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 0 0 2 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0	SOUTH 1 ST 1 0 0 1 1	BOUND 0.5 SR 0 0 1 1 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTBO 1 ET 2 1 1 0 1 1 1 1	OUND 0 ER 0 0 0 0	EU 0 0 0 0 0	WL 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WESTE 1 WT 2 1 1 2 1 2 2 1 2	30UND 0 WR 0 0 0 1 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 5 3 5 6 4
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National Data & Surveying Services Intersection Turning

Location: Holland Ln & Jamieson Ave

Movement Count
Project ID: 23-260092-003
Date: 6/6/2023

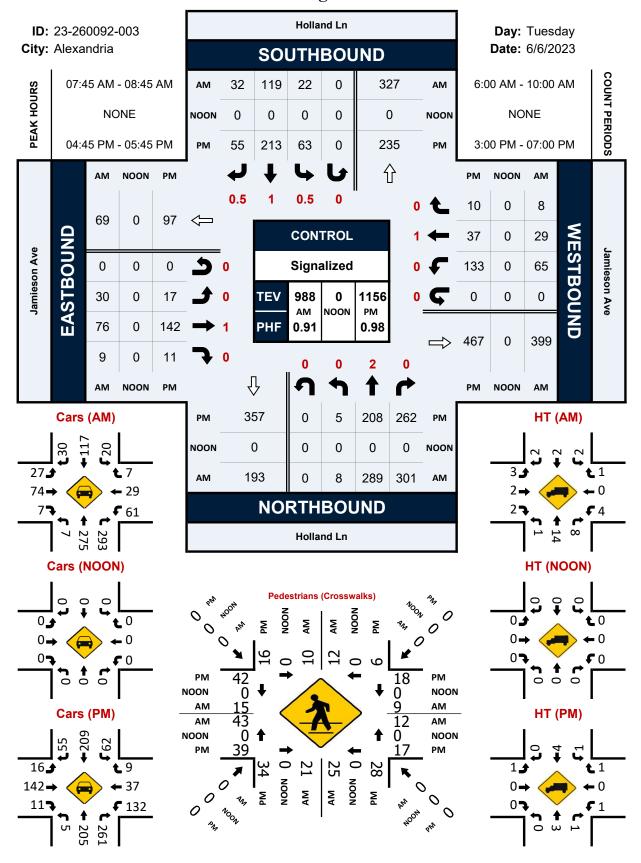
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Holla	nd Ln	Holla	nd Ln	Jamies	on Ave	Jamies	on Ave	
A	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WES	Γ LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	1	2	2	0	2	0	4	2	13
6:15 AM	1	2	0	3	2	3	3	2	16
6:30 AM	0	1	3	1	0	0	4	2	11
6:45 AM	0	3	1	1	0	0	7	1	13
7:00 AM	0	2	3	0	2	1	11	0	19
7:15 AM	0	2	6	7	0	0	13	6	34
7:30 AM	0	6	6	10	3	4	13	4	46
7:45 AM	2	1	6	2	4	2	11	4	32
8:00 AM	1	1	5	4	3	2	11	1	28
8:15 AM	2	3	3	10	5	3	10	6	42
8:30 AM	5	7	7	9	0	2	11	4	45
8:45 AM	7	4	2	7	3	3	15	6	47
9:00 AM	1	4	7	4	1	2	5	4	28
9:15 AM	4	6	3	3	2	1	1	3	23
9:30 AM	8	10	2	3	0	3	4	5	35
9:45 AM	6	8	5	6	5	2	6	2	40
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	38	62	61	70	32	28	129	52	472
APPROACH %'s:	38.00%	62.00%	46.56%	53.44%	53.33%	46.67%	71.27%	28.73%	
PEAK HR:	07:45 AM	- 08:45 AM							TOTAL
PEAK HR VOL:	10	12	21	25	12	9	43	15	147
PEAK HR FACTOR :	0.500	0.429	0.750	0.625	0.600	0.750	0.977	0.625	0.017
		458	0.7			556		906	0.817

DM	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WEST	Γ LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	3	3	3	0	1	10	6	26
3:15 PM	2	1	2	4	3	1	2	7	22
3:30 PM	1	1	4	3	0	0	5	14	28
3:45 PM	3	2	4	4	0	4	5	8	30
4:00 PM	4	2	3	6	2	0	3	9	29
4:15 PM	3	4	6	7	0	0	9	12	41
4:30 PM	0	0	5	1	0	0	7	7	20
4:45 PM	2	0	5	3	2	3	13	10	38
5:00 PM	4	3	7	6	4	4	7	6	41
5:15 PM	2	1	10	15	4	7	11	8	58
5:30 PM	8	2	12	4	7	4	8	18	63
5:45 PM	10	3	5	5	2	1	17	20	63
6:00 PM	10	4	11	10	2	3	13	17	70
6:15 PM	3	2	20	8	0	2	3	17	55
6:30 PM	4	1	3	5	0	1	5	11	30
6:45 PM	3	5	11	16	5	6	10	12	68
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	59	34	111	100	31	37	128	182	682
APPROACH %'s:	63.44%	36.56%	52.61%	47.39%	45.59%	54.41%	41.29%	58.71%	
PEAK HR :	04:45 PM	- 05:45 PM							TOTAL
PEAK HR VOL :	16	6	34	28	17	18	39	42	200
PEAK HR FACTOR :	0.500	0.500	0.708	0.467	0.607	0.643	0.750	0.583	0.794
	0.!	550	0.6	520	0.7	795	0.7	779	0.794

Holland Ln & Jamieson Ave

Peak Hour Turning Movement Count



Location: Holland Ln & Ballenger Ave City: Alexandria Control: 1-Way Stop (EB)

Project ID: 23-260092-002 **Date:** 6/6/2023

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NS/EW Streets:		Holland	d Ln			Hollan	d Ln			Ballenge	er Ave			Balleng	ger Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	0	19	0	0	0	19	3	0	10	0	1	0	0	0	0	0	52
6:15 AM	0	35	0	0	0	17	4	0	7	0	1	0	0	0	0	0	64
6:30 AM	0	35	0	0	0	18	3	0	4	0	1	0	0	0	0	0	61
6:45 AM	1	59	0	0	0	13	9	0	10	0	0	0	0	0	0	0	92
7:00 AM	2	66	0	0	0	19	7	0	11	0	0	0	0	0	0	0	105
7:15 AM	0	93	0	1 0	0	26 25	14	0	17 12	0	0	0	0	0	0	0	151 164
7:30 AM 7:45 AM	1	114 150	0	0	0	30	11 17	0	12 19	0	0	0	0	0	0	0	217
8:00 AM	0	144	0	0	0	41	15	0	19	0	2	0	0	0	0	0	221
8:15 AM	1	123	Ö	o l	ň	32	13	0	15	0	2	0	0	0	0	0	186
8:30 AM	Ō	116	0	0	0	28	14	0	12	0	2	0	0	n	0	0	172
8:45 AM	Ö	101	Ŏ	ŏ	Ŏ	35	14	Ö	8	ŏ	3	ŏ	Õ	Õ	Ŏ	Ŏ	161
9:00 AM	3	86	0	0	0	41	17	0	8	0	1	0	0	0	0	0	156
9:15 AM	0	74	0	0	0	23	19	0	13	0	3	0	0	0	0	0	132
9:30 AM	2	64	0	0	0	31	11	0	11	0	1	0	0	0	0	0	120
9:45 AM	2	43	0	0	0	30	13	0	16	0	6	1	0	0	0	0	111
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	13	1322	0	1	0	428	184	0	192	0	24	1	0	0	0	0	2165
APPROACH %'s:	0.97%	98.95%	0.00%	0.07%	0.00%	69.93%	30.07%	0.00%	88.48%	0.00%	11.06%	0.46%					
PEAK HR:		07:45 AM -															TOTAL
PEAK HR VOL :	2	533	0	0	0	131	59	0	65	0	6	0	0	0	0	0	796
PEAK HR FACTOR :	0.500	0.888	0.000	0.000	0.000	0.799	0.868	0.000	0.855	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.900
		0.88															
		0.00	50			0.84	10			0.84	10						
1							-							WEST	BOUND		
PM	0	NORTHI 2		0	0	SOUTHI 2	-	0	0	EASTB		0	0	WEST 0	BOUND 0	0	
PM	NL	NORTHI 2 NT	BOUND 0 NR	NU	SL	SOUTHI 2 ST	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND	EU	WL	0 WT	0 WR	WU	TOTAL
3:00 PM	NL 2	NORTHI 2 NT 61	BOUND 0 NR 0	NU 0	SL 0	SOUTHI 2 ST 48	BOUND 0 SR 10	SU 0	EL 13	EASTB 1 ET 0	OUND 0	EU 0	WL 0	0 WT 0	0 WR 0	WU 0	138
3:00 PM 3:15 PM	NL 2 0	NORTHI 2 NT 61 62	BOUND 0 NR 0 0	NU 0 0	SL 0 0	SOUTHI 2 ST 48 35	BOUND 0 SR 10 11	SU 0 0	13 10	EASTB 1 ET 0	OUND 0 ER 4 1	0 0	0 0	0 WT 0 0	0 WR 0 0	0 0	138 119
3:00 PM 3:15 PM 3:30 PM	NL 2 0 3	NORTHI 2 NT 61 62 92	BOUND 0 NR 0 0	NU 0 0 0	SL 0 0 0	SOUTHI 2 ST 48 35 48	BOUND 0 SR 10 11 15	0 0 0	13 10 11	EASTB 1 ET 0 0 0	OUND 0 ER	0 0 0	0 0 0	0 WT 0	0 WR 0 0	0 0 0	138 119 171
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 2 0 3 2	NORTHI 2 NT 61 62 92 85	BOUND 0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 2 ST 48 35 48 44	BOUND 0 SR 10 11 15 14	SU 0 0 0 0	13 10 11 11	EASTB 1 ET 0 0 0 0	OUND 0 ER 4 1 2	EU 0 0 0 0	WL 0 0 0 0	0 WT 0 0 0	0 WR 0 0 0	0 0 0 0	138 119 171 157
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 2 0 3 2 3	NORTHI 2 NT 61 62 92 85 91	BOUND 0 NR 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0 0	SOUTHI 2 ST 48 35 48 44 53	BOUND 0 SR 10 11 15 14 20	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 10 11 11 8	EASTB 1 ET 0 0 0 0 0	OUND 0 ER 4 1	0 0 0 0 0	WL 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0	138 119 171 157 177
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 2 0 3 2 3 2	NORTHI 2 NT 61 62 92 85 91 78	BOUND 0 NR 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	SOUTHI 2 ST 48 35 48 44 53 52	BOUND 0 SR 10 11 15 14 20 11	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 10 11 11 8 9	EASTB 1 ET 0 0 0 0 0 0	OUND 0 ER 4 1 2	EU 0 0 0 0 0	WL 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0	138 119 171 157 177 158
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 2 0 3 2 3	NORTHI 2 NT 61 62 92 85 91 78 98	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	SOUTHI 2 ST 48 35 48 44 53 52 55	BOUND 0 SR 10 11 15 14 20 11 19	SU 0 0 0 0 0	EL 13 10 11 11 8 9 12	EASTB 1 ET 0 0 0 0 0	OUND 0 ER 4 1 2	EU 0 0 0 0 0 0	WL 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	138 119 171 157 177 158 191
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 2 0 3 2 3 2 3	NORTHI 2 NT 61 62 92 85 91 78	BOUND 0 NR 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	SOUTHI 2 ST 48 35 48 44 53 52	BOUND 0 SR 10 11 15 14 20 11	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 10 11 11 8 9	EASTB 1 ET 0 0 0 0 0 0 0	OUND 0 ER 4 1 2	EU 0 0 0 0 0	WL 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0	138 119 171 157 177 158
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Location: Holland Ln & Ballenger Ave City: Alexandria Control: 1-Way Stop (EB)

Project ID: 23-260092-002 Date: 6/6/2023

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NS/EW Streets:		Hollar	nd Ln			Hollan	ıd Ln			Balleng	er Ave			Ballen	ger Ave		1
		NORTH	IBOUND			SOLITH	BOUND			FACTE	BOUND			WEC	TBOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	ĔĹ	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	17	0	0	0	19	3	0	10	0	1	0	0	0	0	0	50
6:15 AM	Ō	33	ō	ō	o o	17	4	0	7	ō	1	ō	0	Ō	Ō	Ō	62
6:30 AM	Ö	35	Ö	Ŏ	ŏ	17	3	Ö	4	ő	ō	ŏ	ŏ	Õ	ŏ	ŏ	59
6:45 AM	i	59	ō	ō	Ō	12	9	ō	10	ō	ō	ō	Ō	ō	ō	ō	91
7:00 AM	2	63	0	0	0	18	7	0	11	0	0	0	0	0	0	0	101
7:15 AM	0	90	0	1	0	26	14	0	17	0	0	0	0	Ó	0	0	148
7:30 AM	1	112	0	0	0	25	11	0	12	0	1	0	0	Ó	0	0	162
7:45 AM	1	142	0	0	0	28	17	0	19	0	0	0	0	0	0	0	207
8:00 AM	0	140	0	0	0	38	14	0	18	0	1	0	0	0	0	0	211
8:15 AM	1	121	0	0	0	30	13	0	15	0	2	0	0	0	0	0	182
8:30 AM	0	109	0	0	0	28	14	0	11	0	2	0	0	0	0	0	164
8:45 AM	0	99	0	0	0	33	14	0	8	0	3	0	0	0	0	0	157
9:00 AM	3	78	0	0	0	40	17	0	8	0	1	0	0	0	0	0	147
9:15 AM	0	66	0	0	0	20	19	0	12	0	2	0	0	0	0	0	119
9:30 AM	2	62	0	0	0	29	10	0	11	0	1	0	0	0	0	0	115
9:45 AM	2	41	0	0	0	29	13	0	14	0	6	1	0	0	0	0	106
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	13	1267	0	1	0	409	182	0	187	0	21	1	0	0	0	0	2081
APPROACH %'s:	1.01%	98.91%	0.00%	0.08%	0.00%	69.20%	30.80%	0.00%	89.47%	0.00%	10.05%	0.48%					
PEAK HR :		07:45 AM -															TOTAL
PEAK HR VOL :	2	512	0	0	0	124	58	0	63	0	5	0	0	0	0	0	764
PEAK HR FACTOR :	0.500	0.901	0.000	0.000	0.000	0.816	0.853	0.000	0.829	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.905
		0.8				0.8				0.8							
		0.0	<i></i>			0.0	, ,			0.0	<i></i>						
"														MEC	FROUND		
DM	0	NORTH	IBOUND	0	0	SOUTH	BOUND	0	0	EASTE	BOUND	0	0		TBOUND	0	
PM	0 NI	NORTH 2	IBOUND 0	0 NII	0	SOUTH 2	BOUND 0	0	0 FI	EASTE 1	BOUND 0	0	0	0	0	0	TOTAL
	NL	NORTH 2 NT	IBOUND 0 NR	NU	SL	SOUTH 2 ST	BOUND 0 SR	SU	EL	EASTE 1 ET	SOUND 0 ER	EU	WL	0 WT	0 WR	WU	TOTAL
3:00 PM	NL 2	NORTH 2 NT 60	IBOUND 0 NR 0	NU 0	SL 0	SOUTH 2 ST 47	BOUND 0 SR 10	SU 0	EL 13	EASTE 1 ET 0	BOUND 0 ER 4	EU 0	WL 0	WT 0	WR 0	WU 0	136
3:00 PM 3:15 PM	NL 2 0	NORTH 2 NT 60 61	IBOUND 0 NR 0 0	0 0	SL 0 0	SOUTH 2 ST 47 34	BOUND 0 SR 10 11	0 0	13 10	EASTE 1 ET 0 0	BOUND 0 ER 4 1	0 0	WL 0 0	0 WT 0 0	0 WR 0 0	0 0	136 117
3:00 PM 3:15 PM 3:30 PM	NL 2	NORTH 2 NT 60 61 90	IBOUND 0 NR 0 0	0 0 0	SL 0	SOUTH 2 ST 47 34 47	BOUND 0 SR 10 11	0 0 0	13 10 11	EASTE 1 ET 0 0	BOUND 0 ER 4	0 0 0	0 0 0	WT 0	0 WR 0 0	0 0 0	136 117 167
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 2 0 2 1	NORTH 2 NT 60 61 90 80	IBOUND O NR O O O O	NU 0 0 0 0	SL 0 0 0 0	SOUTH 2 ST 47 34 47 43	BOUND 0 SR 10 11 15 14	SU 0 0 0 0	EL 13 10 11 11	EASTE 1 ET 0 0	80UND 0 ER 4 1	0 0 0 0	WL 0 0 0 0	0 WT 0 0	0 WR 0 0 0	0 0 0 0	136 117 167 149
3:00 PM 3:15 PM 3:30 PM	NL 2 0 2	NORTH 2 NT 60 61 90	IBOUND 0 NR 0 0	0 0 0	SL 0 0 0	SOUTH 2 ST 47 34 47	BOUND 0 SR 10 11	0 0 0	13 10 11	EASTE 1 ET 0 0 0 0	80UND 0 ER 4 1 2	0 0 0	0 0 0	0 WT 0 0 0	0 WR 0 0	0 0 0	136 117 167
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 2 0 2 1 3	NORTH 2 NT 60 61 90 80 91	BOUND 0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0 0	SOUTH 2 ST 47 34 47 43 51	BOUND 0 SR 10 11 15 14 20	SU 0 0 0 0	EL 13 10 11 11 8	EASTE 1 ET 0 0 0 0 0 0 0 0	BOUND 0 ER 4 1 2 0 2	EU 0 0 0 0	WL 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 2 0 2 1 3 2	NORTH 2 NT 60 61 90 80 91 77	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0	SOUTH 2 ST 47 34 47 43 51 51	BOUND 0 SR 10 11 15 14 20	SU 0 0 0 0 0	13 10 11 11 8 9	EASTE 1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 0 ER 4 1 2 0	EU 0 0 0 0 0	WL 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0	136 117 167 149 175 156
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3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	NL 2 0 2 1 3 3 2 2 3 1 1 0 0 3 0 0 1 1 1 1 NL	NORTH 2 NT 60 61 90 80 91 77 98 100 96 110 103 77 107 92 97 98 NT	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 ST 47 47 43 447 45 51 55 70 62 57 92 91 59 71 58 53 ST ST	BOUND 0 SR 10 11 15 14 20 11 17 18 17 18 11 21 9 14 16 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 11 12 19 17 7 7 15 10 EL	EASTE 1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 4 1 1 2 0 0 2 6 3 1 1 5 3 2 2 4 4 3 2 2 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 201 204 226 191 203 184 188 180
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 6:00 PM 6:00 PM 6:00 PM 6:30 PM 6:30 PM	NL 2 0 0 2 1 3 3 2 3 1 1 0 0 3 0 0 1 1 1 1 NL 21	NORTH 2 NT 60 61 90 61 90 91 77 792 96 1103 77 1007 92 97 98 NT 1437	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 ST 47 43 447 43 51 51 55 57 70 62 91 91 58 58 58 57 941	BOUND 0 SR 10 11 15 14 20 11 17 18 17 18 11 19 14 16 SR 241	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 11 12 19 17 8 11 14 7 15 10 EL 186	EASTE 1	SOUND 0 ER 4 1 2 2 0 2 6 6 3 1 1 5 5 3 2 2 1 2 4 4 3 2 2 ER 411	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 201 204 226 191 203 184 188
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	NL 2 0 2 1 3 3 2 2 3 1 1 0 0 3 0 0 1 1 1 1 NL	NORTH 2 NT 60 61 90 80 91 77 98 100 103 77 107 92 97 98 NT 1437 98.56%	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 ST 47 47 43 447 45 51 55 70 62 57 92 91 59 71 58 53 ST ST	BOUND 0 SR 10 11 15 14 20 11 17 18 17 18 11 21 9 14 16 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 11 12 19 17 7 7 15 10 EL	EASTE 1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 4 1 1 2 0 0 2 6 3 1 1 5 3 2 2 4 4 3 2 2 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 201 204 226 191 203 184 188 180
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:345 PM 5:15 PM 5:15 PM 5:30 PM 6:30 PM 6:30 PM 6:30 PM 6:30 PM 6:35 PM 6:30 PM 6:45 PM	NL 2 0 0 2 1 1 3 2 3 3 1 1 1 0 0 0 1 1 1 1 1 NL 21 1.44%	NORTH 2 NT 60 61 90 80 91 77 98 100 96 1103 77 107 92 97 98 NT 1437 98 064:45 PM -	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 2 ST 47 34 47 43 51 51 55 55 62 57 92 91 71 58 53 ST 941 79.61%	BOUND 0 SR 10 11 15 14 20 11 1 19 17 18 11 11 21 19 14 16 SR 241 20.39%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 12 19 11 17 8 8 11 11 12 19 17 8 11 11 14 7 15 10 EL 186 81.94%	EASTE 1	SOUND 0 ER 4 1 1 2 0 2 6 6 3 3 1 5 5 3 2 2 1 2 4 4 3 2 2 ER 41 18.06%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 204 226 291 203 184 188 180 TOTAL 2867
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 6:00 PM 6:45 PM 6:00 PM 6:45 PM 6:00 PM 6:45 PM 70 PM 6:45 PM 8:45 PM 8:46 PM 8:46 PM	NL 2 0 0 2 1 1 3 2 3 3 1 1 1 0 0 3 3 0 0 1 1 1 1 NL 21 1.44%	NORTH 2 NT 60 61 90 61 99 1 77 98 100 103 77 107 92 97 98 .56% 04:45 PM -409	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 2 5T 47 34 47 43 51 51 55 70 62 57 92 91 58 53 53 57 79 71 58 53 57 79 71 58 57 79 79 79 79 79 79 79 79 79 79 79 79 79	BOUND 0 SR 10 115 144 200 11 18 17 18 11 121 21 9 14 16 SR 241 20.39%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 8 8 9 11 12 19 17 8 11 11 14 7 15 10 EL 186 81.94%	EASTE 1	SOUND 0 ER 4 1 2 0 0 2 6 6 3 1 1 5 5 3 2 2 1 2 4 4 3 2 2 ER 41 18.06%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 201 204 226 191 203 184 188 TOTAL 2867
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:345 PM 5:15 PM 5:15 PM 5:30 PM 6:30 PM 6:30 PM 6:30 PM 6:30 PM 6:35 PM 6:30 PM 6:45 PM	NL 2 0 0 2 1 1 3 2 3 3 1 1 1 0 0 0 1 1 1 1 1 NL 21 1.44%	NORTH 2 NT 60 61 90 80 91 77 98 100 96 1103 77 107 92 97 98 NT 1437 98 064:45 PM -	IBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 2 ST 47 34 47 43 51 51 55 55 62 57 92 91 71 58 53 ST 941 79.61%	BOUND 0 SR 10 11 15 14 20 11 19 17 18 11 11 21 9 14 16 SR 241 20.39% 70 0.972	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 13 10 11 11 11 12 19 11 17 8 8 11 11 12 19 17 8 11 11 14 7 15 10 EL 186 81.94%	EASTE 1	OUND 0 ER 4 1 2 2 0 0 2 6 3 1 5 5 3 2 2 1 1 2 2 4 3 2 2 ER 41 18.06% 11 0.550	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	136 117 167 149 175 156 189 201 204 226 291 203 184 188 180 TOTAL 2867

Location: Holland Ln & Ballenger Ave City: Alexandria

> NR 0 0.00%

04:45 PM - 05:45 PM 4 0 0.333 0.000

TOTAL VOLUMES :

PEAK HR VOL : PEAK HR FACTOR :

0.000

NU 0 0.00%

0 0 0.000 0.000 ST 13 92.86%

4 0.500

SL 0 0.00% SR 1 7.14%

1 0 0.250 0.417 SU 0 0.00%

0 0.000 EL 3 50.00%

0 0.000 ET 0 0.00% ER 3 50.00%

0 0.000 EU 0 0.00% WL 0

0 0.000 WT 0

0 0.000 WR 0

0 0.000 WU 0

0 0.000 TOTAL 37

TOTAL 9

0.375

Control:	1-Way Sto	p (EB)												Date:	6/6/2023		
								Data	- HT								_
NS/EW Streets:		Hollar	nd Ln			Hollan	d Ln			Ballenge	er Ave			Ballen	ger Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	TBOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
C-00 AM	NL	NT 2	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET	ER 0	EU	WL 0	WT 0	WR 0	WU 0	TOTAL
6:00 AM 6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
6:45 AM	ŏ	ő	Ö	Ö	Ö	i	Ö	Ö	Ö	Ö	ō	ŏ	Ö	ŏ	Ŏ	ŏ	1
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	8	0	0	0	2	0	0	0	0	0 1	0	0	0	0	0	10
8:00 AM 8:15 AM	0	4 2	0	0	0	3	1 0	0	1 0	0	0	0	0	0	0	0	10 4
8:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8
8:45 AM	0	2	Ö	0	0	2	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	8	0	0	0	3	0	0	1	0	1	0	0	0	0	0	13
9:30 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
9:45 AM	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	55	0	0	0	19	2	0	5	0	3	0	0	0	0	0	84
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	90.48%	9.52%	0.00%	62.50%	0.00%	37.50%	0.00%					TOTAL
PEAK HR : PEAK HR VOL :	0	07:45 AM - 21	08:45 AM 0	0	0	7	1	0	2	0	1	0	0	0	0	0	TOTAL 32
PEAK HR VOL :	0.000	0.656	0.000	0.000	0.000	0.583	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	
		0.6				0.50				0.3							0.800
		NODTI	BOUND			SOUTH	DOLIND			EASTE	OLIND			MECS	TBOUND		1
PM	0	2	0 0	0	0	2	0 BOOND	0	0	1	0 0	0	0	0 0	0 BOUND	0	
I IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
3:45 PM 4:00 PM	0	5 0	0	0	0	2	0	0	0	0	<u>1</u>	0	0	0	0	0	8
4:00 PM 4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	ŏ	ō	Ö	Ö	ŏ	ō	0	Ô	1	Ô	1	ő	Ö	Ô	Ô	ŏ	2
4:45 PM	Ō	Ō	Ō	Ō	0	1	Ō	Ō	0	Ō	0	ō	0	Ō	Ō	Ō	1
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM 6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	Ö	1	Ö	Ŏ	Ö	1	Ö	Ŏ	Ö	Ŏ	Ŏ	ŏ	ő	ŏ	Ŏ	Ö	2
	l																1

Location: Holland Ln & Ballenger Ave City: Alexandria Control: 1-Way Stop (EB)

Data - Bikes

Project ID: 23-260092-002 Date: 6/6/2023

п								Data -	bikes								1
NS/EW Streets:		Hollan	nd Ln			Hollan	ıd Ln			Ballenge	er Ave			Ballen	ger Ave		
		NORTH	IBOUND			SOUTH	BOUND			EASTE	OUND			WEST	TBOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2 0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Ŏ	1	Ö	ő	Ö	1	Ö	Ö	Ö	Ö	ŏ	ŏ	ŏ	ő	Ŏ	Ö	2
7:30 AM	Ō	1	ō	ō	Ō	ō	ō	Ō	Ō	Ō	ō	ō	ō	ō	Ō	ō	1
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM 9:00 AM	0	0	0	0	0	2 1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM 9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	1	0	0	Ö	0	ő	0	0	0	Ö	1
9:45 AM	ő	Ŏ	Ö	Ö	Ö	Ö	Ō	Ŏ	1	Ŏ	Ö	ő	Ŏ	Ö	ŏ	Ö	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	9	0	0	0	4	4	0	4	0	0	0	0	0	0	0	21
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :		07:45 AM -					_			0	•			•	•		TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	2 0.500	0 0.000	0.000	0 0.000	0.000	2 0.500	0.000	1 0.250	0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	5
PEAK HK FACTOR:	0.000			0.000	0.000			0.000	0.230			0.000	0.000	0.000	0.000	0.000	0.625
			00			0.5	DO .			0.2	5()						ll .
		0.5	00			0.5	00			0.2	50						
		NORTH					BOUND			EASTB				WEST	TBOUND		
PM	0	NORTH 2	IBOUND 0	0	0	SOUTH 2	BOUND 0	0	0	EASTB 1	OUND 0	0	0	0	0	0	
	NL	NORTH 2 NT	IBOUND 0 NR	NU	SL	SOUTH 2 ST	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU	WL	0 WT	0 WR	WU	TOTAL
3:00 PM	NL 0	NORTH 2 NT 1	IBOUND 0 NR 0	NU 0	SL 0	SOUTH 2 ST 1	BOUND 0 SR 1	SU 0	EL 0	EASTB 1 ET 0	OUND 0 ER 0	EU 0	WL 0	0 WT	WR 0	WU 0	3
3:00 PM 3:15 PM	0 0	NORTH 2 NT 1 3	IBOUND 0 NR 0	0 0	SL 0 0	SOUTH 2 ST 1 1	BOUND 0 SR 1 0	0 0	0 0	EASTB 1 ET 0 0	OUND 0 ER 0 1	0 0	0 0	0 WT 0 0	0 WR 0 0	0 0	3 5
3:00 PM 3:15 PM 3:30 PM	0 0 0	NORTH 2 NT 1 3 0	IBOUND 0 NR 0 0	0 0 0	SL 0 0 0	SOUTH 2 ST 1	BOUND 0 SR 1 0	0 0 0	EL 0	EASTE 1 ET 0 0	OUND 0 ER 0 1	0 0 0	0 0 0	0 WT 0 0	0 WR 0 0	0 0 0	3 5 0
3:00 PM 3:15 PM 3:30 PM 3:45 PM	0 0	NORTH 2 NT 1 3	IBOUND 0 NR 0	0 0	SL 0 0	SOUTH 2 ST 1 1	BOUND 0 SR 1 0	0 0	0 0	EASTB 1 ET 0 0	OUND 0 ER 0 1	0 0	0 0	0 WT 0 0	0 WR 0 0	0 0	3 5
3:00 PM 3:15 PM 3:30 PM	NL 0 0 0 0	NORTH 2 NT 1 3 0	IBOUND O NR O O O O	NU 0 0 0 0	SL 0 0 0 0	SOUTH 2 ST 1 1	BOUND 0 SR 1 0 0	SU 0 0 0 0	EL 0 0 0 1	EASTE 1 ET 0 0 0	OUND 0 ER 0 1 0 0	0 0 0 0	WL 0 0 0 0	0 WT 0 0 0	0 WR 0 0 0	0 0 0 0	3 5 0 2 3 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0 0	NORTH 2 NT 1 3 0 0 1 0 1	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	SOUTH 2 ST 1 1 0 1 1 1 1	BOUND 0 SR 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0	EL 0 0 0 1 1 1 0 0 0	EASTB 1 ET 0 0 0 0 0 0 0	OUND 0 ER 0 1 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0	WL 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0	3 5 0 2 3 2 2
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3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0 0 0 0	NORTH 2 NT 1 3 0 0 1 0 1 0 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 ST 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND 0 SR 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 1 1 0 0 0 0 1 1 1 1 1 1 1 1 1 1	EASTE 1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 0 2 3 2 2 1
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3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 6:00 PM 6:30 PM 6:30 PM 6:45 PM TOTAL VOLUMES: APPROACH VS: PEAK HR: PEAK HR: 10	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 2 NT 1 3 0 0 0 1 1 0 0 1 1 1 1 1 1 1 2 2 1 1 1 1	IBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 2 ST 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND 0 SR 1 0 0 0 0 1 1 0 0 0 0 0 1 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 1 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0	EASTE 1	OUND 0 ER 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 16.67%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 0 2 3 2 2 2 1 1 4 4 3 4 3 1 TOTAL

National Data & Surveying Services Intersection Turning

Location: Holland Ln & Ballenger Ave

Movement Count
Project ID: 23-260092-002
Date: 6/6/2023

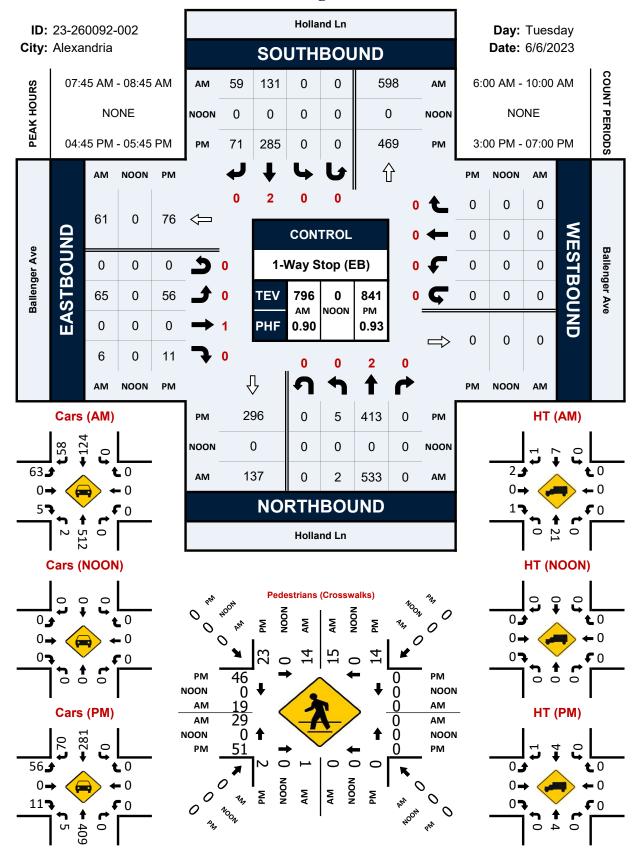
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Holla	nd Ln	Hollar	nd Ln	Balleng	er Ave	Balleng	jer Ave	
AM	NORT	'H LEG	SOUTH	1 LEG	EAST	LEG	WES	Γ LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM		0	0	0	0	0	3	1	6
6:15 AM	1	4	0	0	0	0	5	2	12
6:30 AM	0	1	2	0	0	0	5	1	9
6:45 AM	3	0	0	0	0	0	4	4	11
7:00 AM	1	4	0	0	0	0	9	2	16
7:15 AM	5	2	0	0	0	0	8	5	20
7:30 AM	6	4	0	0	0	0	11	6	27
7:45 AM	4	5	1	0	0	0	4	5	19
8:00 AM	2	2	0	0	0	0	8	3	15
8:15 AM	3	5	0	0	0	0	5	7	20
8:30 AM	5	3	0	0	0	0	12	4	24
8:45 AM	0	3	0	0	0	0	7	7	17
9:00 AM	2	3	0	0	0	0	3	6	14
9:15 AM	0	1	1	0	0	0	1	2	5
9:30 AM	3	2	0	0	0	0	2	3	10
9:45 AM	1	2	0	0	0	0	3	5	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	38	41	4	0	0	0	90	63	236
APPROACH %'s:	48.10%	51.90%	100.00%	0.00%			58.82%	41.18%	
PEAK HR:	07:45 AM	- 08:45 AM							TOTAL
PEAK HR VOL:	14	15	1	0	0	0	29	19	78
PEAK HR FACTOR :	0.700	0.750	0.250				0.604	0.679	0.012
		306	0.2	50				750	0.813

PM	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WEST	Γ LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	3	3	0	0	0	0	8	7	21
3:15 PM	1	3	0	0	0	0	4	1	9
3:30 PM	1	2	0	0	0	0	2	12	17
3:45 PM		2	0	0	0	0	3	6	12
4:00 PM	2	2	0	0	0	0	6	12	22
4:15 PM	2	3	0	0	0	0	6	6	17
4:30 PM	5	3	0	0	0	0	5	8	21
4:45 PM		2	0	0	0	0	9	8	20
5:00 PM	8	4	1	0	0	0	11	9	33
5:15 PM		4	0	0	0	0	15	10	34
5:30 PM	9	4	1	0	0	0	16	19	49
5:45 PM	9	1	1	0	0	0	13	11	35
6:00 PM	7	5	0	0	0	0	5	11	28
6:15 PM		5	0	0	0	0	11	16	35
6:30 PM		10	0	0	0	0	18	20	51
6:45 PM	6	6	1	1	0	0	13	11	38
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	66	59	4	1	0	0	145	167	442
APPROACH %'s:	52.80%	47.20%	80.00%	20.00%			46.47%	53.53%	
PEAK HR :	04:45 PM	- 05:45 PM							TOTAL
PEAK HR VOL :	23	14	2	0	0	0	51	46	136
PEAK HR FACTOR :	0.639	0.875	0.500				0.797	0.605	0.694
	0.7	712	0.5	500			0.6	593	0.094

Holland Ln & Ballenger Ave

Peak Hour Turning Movement Count



Location: Holland Ln & Emerson Ave City: Alexandria Control: 1-Way Stop (EB)

Project ID: 23-260092-001 **Date:** 6/6/2023

Control.	1-way Stop	(LD)												Date.	0/0/2023		
								Data -	- Total								
NS/EW Streets:		Hollar	nd Ln			Hollar	nd Ln			Emerso	n Ave			Emers	on Ave		
		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM		16	0	0	0	18	2	0	1	0	0	0	0	0	0	0	37
6:15 AM		32	0	0	0	17	1	0	5	0	0	0	0	0	0	0	55
6:30 AM		26	0	0	0	14	3	0	6	0	0	0	0	0	0	0	50
6:45 AM		51	0	0	0	13	1	0	10	0	1	0	0	0	0	0	76
7:00 AM		58	0	0	0	15	3	0	8	0	3	0	0	0	0	0	88
7:15 AM		87	0	0	0	22	5	0	7	0	0	0	0	0	0	0	121
7:30 AM		111	0	0	0	21	4	0	4	0	0	0	0	0	0	0	142
7:45 AM	2	143	0	0	0	27	3	0	8	0	0	0	0	0	0	0	183
8:00 AM		146	0	0	0	34	10	0	7	0	3	0	0	0	0	0	200
8:15 AM		108	0	0	0	25	7	0	7	0	2	0	0	0	0	0	150
8:30 AM		111	0	0	0	24	6	0	6	0	3	0	0	0	0	0	150
8:45 AM		99	0	0	0	31	4	0	3	0	3	0	0	0	0	0	142
9:00 AM		80	0	0	0	30	11	0	7	0	1	0	0	0	0	0	129
9:15 AM		71	0	0	0	23	3	0	6	0	0	0	0	0	0	0	103
9:30 AM		63	0	0	0	26	5	0	3	0	1	0	0	0	0	0	98
9:45 AM	0	40	0	1	0	28	7	0	4	0	0	0	0	0	0	0	80
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	1242	0	1	0	368	75	0	92	0	17	0	0	0	0	0	1804
APPROACH %'s:	0.72%	99.20%	0.00%	0.08%	0.00%	83.07%	16.93%	0.00%	84.40%	0.00%	15.60%	0.00%					
PEAK HR:		07:45 AM -			_			_		_	_	_	_	_	_	_	TOTAL
PEAK HR VOL :		508	0	0	0	110	26	0	28	0	8	0	0	0	0	0	683
PEAK HR FACTOR :	0.375	0.870	0.000	0.000	0.000	0.809	0.650	0.000	0.875	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.854
		0.8	5/5			0.7	73			0.9	00						
			HBOUND				IBOUND			EASTE	BOUND				BOUND		
PM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM		59	0	0	0	49	3	0	6	0	3	1	0	0	0	0	121
3:15 PM		55	0	0	0	33	2	0	6	0	1	0	0	0	0	0	97
3:30 PM		85	0	1	0	41	6	0	9	0	1	0	0	0	0	0	143
3:45 PM		81	0	1 0	0	41	5	0	8	0	2	0	0	0	0	0	138

		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	rbound		
PM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	59	0	0	0	49	3	0	6	0	3	1	0	0	0	0	121
3:15 PM	0	55	0	0	0	33	2	0	6	0	1	0	0	0	0	0	97
3:30 PM	0	85	0	1	0	41	6	0	9	0	1	0	0	0	0	0	143
3:45 PM	0	81	0	1	0	41	5	0	8	0	2	0	0	0	0	0	138
4:00 PM		87	0	0	0	48	8	1	5	0	0	0	0	0	0	0	150
4:15 PM		72	0	0	0	47	10	0	6	0	0	0	0	0	0	0	135
4:30 PM		94	0	1	0	53	7	0	8	0	0	0	0	0	0	0	165
4:45 PM	0	93	0	0	0	63	8	0	7	0	2	0	0	0	0	0	173
5:00 PM	0	83	0	0	0	55	12	0	12	0	2	0	0	0	0	0	164
5:15 PM	1	104	0	0	0	60	1	0	12	0	1	0	0	0	0	0	179
5:30 PM		93	0	0	0	87	9	0	16	0	1	0	0	0	0	0	206
5:45 PM	0	64	0	0	0	87	4	0	10	0	0	0	0	0	0	0	165
6:00 PM	1	104	0	0	0	55	6	0	6	0	1	0	0	0	0	0	173
6:15 PM	3	76	0	0	0	71	7	0	13	0	0	0	0	0	0	0	170
6:30 PM		91	0	0	0	55	6	0	9	0	1	0	0	0	0	0	162
6:45 PM	0	96	0	0	0	54	3	0	5	0	0	0	0	0	0	0	158
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	8	1337	0	3	0	899	97	1	138	0	15	1	0	0	0	0	2499
APPROACH %'s:	0.59%	99.18%	0.00%	0.22%	0.00%	90.17%	9.73%	0.10%	89.61%	0.00%	9.74%	0.65%					
PEAK HR:		05:15 PM -	06:15 PM														TOTAL
PEAK HR VOL :	2	365	0	0	0	289	20	0	44	0	3	0	0	0	0	0	723
PEAK HR FACTOR:	0.500	0.877	0.000	0.000	0.000	0.830	0.556	0.000	0.688	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.877
		0.8	74			0.8	05			0.6	91						0.577

${\tt National\ Data\ \&\ Surveying\ Services} \\ Intersection\ Turning\ Movement\ Count$

Location: Holland Ln & Emerson Ave City: Alexandria Control: 1-Way Stop (EB)

Project ID: 23-260092-001 Date: 6/6/2023

_		_	
υa	ta	- C	ars

No Property Prop																		
AM O 2 O O O O O O O O	NS/EW Streets:		Hollan	nd Ln			Hollan	d Ln			Emerso	n Ave			Emers	on Ave		
AM O 2 O O O O O O O O			NORTH	BOLIND			SOLITHI	BOLIND			FASTR	ROLIND			WEST	TROLIND.		
Color All Al	ΛNΛ	0			0	0			0	0			0	0			0	
6-00 AN	AIVI																	TOTAL
G:15 AN	6.00 AM																	
6-33 AN																		
6-45 AM 0 51 0 0 0 12 12 1 0 10 0 1 1 0 0 0 0 0 0 0												•			•			
7:00 AM												0			-			
7:15 AM 7:30 AM 1 109 0 0 0 22 5 0 0 7 0 0 0 0 0 0 0 0 0 118 7:30 AM 1 109 0 0 0 0 21 4 0 4 0 0 0 0 0 0 0 0 0 172 8:00 AM 1 135 0 0 0 0 25 3 0 0 0 0 0 0 0 0 0 0 172 8:00 AM 0 142 0 0 0 0 24 6 0 0 6 0 3 0 0 0 0 0 0 0 0 0 172 8:30 AM 0 104 0 0 0 0 24 6 0 0 6 0 3 0 0 0 0 0 0 0 0 143 8:45 AM 2 97 0 0 0 0 29 11 0 6 0 1 0 3 0 0 0 0 0 0 0 138 9:50 AM 9:50 AM 0 0 104 0 0 0 0 29 11 0 6 0 1 0 0 0 0 0 0 138 9:50 AM 0 0 63 0 0 0 19 3 0 6 0 0 0 0 0 0 0 0 120 9:15 AM 0 63 0 0 0 0 19 3 0 6 0 0 0 0 0 0 0 0 120 9:15 AM 0 63 0 0 0 0 19 3 0 6 0 0 0 0 0 0 0 0 0 0 120 9:15 AM 0 63 0 0 0 0 27 7 0 0 3 0 0 0 0 0 0 0 0 0 0 120 9:30 AM 0 118 1 0 0 0 0 24 6 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												1						
7:30 AM																		
7:45 AM		0										0			0	0		
8:00 AM	7:30 AM	1	109	0	0	0	21	4	0	4	0	0	0	0	0	0	0	139
8:15 AM	7:45 AM	1	135	0	0	0	25	3	0	8	0	0	0	0	0	0	0	172
8:30 AM	8:00 AM	0	142	0	0	0	32	8	0	7	0	3	0	0	0	0	0	192
8:30 AM	8:15 AM	1	106	0	0	0	23	7	0	7	0	2	0	0	0	0	0	146
8:45 AM				0	0	0		6	0	6	0	3	0	0	0	0	0	
9:00 AM 0 73 0 0 0 29 11 0 6 0 1 0 0 0 0 0 0 120 9:15 AM 0 61 0 0 0 0 19 3 0 6 0 0 0 0 0 0 0 0									ō		ñ	3		ñ	ō			
9:15 AM						n			0			1		o o	0			
9:30 AM 9:45 AM 0 61 0 0 0 0 24 5 0 0 3 0 1 0 0 0 0 0 0 0 0 0 0 94 94 9:45 AM 9:45 AM 9:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												_						
9:45 AM 0 38 0 0 0 27 7 0 4 0 0 0 0 0 0 0 0 0 0 0 76 TOTAL VOLUMES: APPROACH %%s: 0.599 99.11% 0.00%												•			•			
TOTAL VOLUMES: 7 I I 188 0 0 0 0 348 73 0 0 1 17 0 0 0 0 0 0 0 0 0 172 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
TOTAL VOLUMES: 7	9.43 AN	U	30	U	U	U	2/	/	U	4	U	U	U	U	U	U	U	/6
TOTAL VOLUMES: 7		NII.	NT	ND	NII I	CI	CT	CD	CII	F.	ET	- FD	- FII	140)A/T	WD	14/11	TOTAL
PEAK HR 0.59% 99.41% 0.00% 0.00% 0.00% 0.00% 82.66% 17.34% 0.00% 84.26% 0.00% 15.74% 0.00%																		
PEAK HR														0	0	0	0	1724
PEAK HR YOL 2					0.00%	0.00%	82.66%	17.34%	0.00%	84.26%	0.00%	15.74%	0.00%					
PM NORTHBOUND 0.850 0.800 0.000 0.000 0.000 0.813 0.750 0.000 0.875 0.000 0.667 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.850 0.850 0.850 0.861 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.850 0.850 0.00																		
PM O NORTHBOUND O O O O O O O O O	PEAK HR VOL :												0	0				653
PIM NORTHBOUND 0 2 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	PEAK HR FACTOR :	0.500	0.857	0.000	0.000	0.000	0.813	0.750	0.000	0.875	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.850
PM NL			0.8	61			0.80	00			0.9	00						0.050
PIVI 0 2 0 0 0 0 2 0 0 0 0 2 0 0 0 0 0 0 0																		
NIL																		
NIL			NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	TBOUND		
3:15 PM 0 54 0 0 0 32 2 0 0 6 0 1 0 0 0 0 0 0 0 0 95 3:30 PM 0 82 0 1 0 40 6 0 9 0 0 0 0 0 0 0 0 0 0 138 3:45 PM 0 76 0 1 0 40 40 4 0 7 0 2 0 0 0 0 0 0 0 130 4:00 PM 1 87 0 0 0 46 8 1 5 0 0 0 0 0 0 0 0 0 130 4:15 PM 0 71 0 0 0 46 8 1 5 0 0 0 0 0 0 0 0 0 0 133 4:30 PM 2 94 0 1 0 0 52 7 0 8 0 0 0 0 0 0 0 0 0 133 4:30 PM 2 94 0 1 0 0 52 7 0 8 0 0 0 0 0 0 0 0 0 0 133 4:30 PM 2 94 0 1 0 0 52 7 0 8 0 0 0 0 0 0 0 0 0 0 133 4:30 PM 0 82 0 0 0 62 8 0 7 0 2 0 0 0 0 0 0 0 124 5:00 PM 0 82 0 0 0 54 12 0 12 0 12 0 0 0 0 0 0 0 162 5:15 PM 1 101 0 0 0 58 1 0 12 0 12 0 0 0 0 0 0 0 0 162 5:15 PM 1 101 0 0 0 58 1 0 12 0 12 0 1 0 0 0 0 0 162 5:30 PM 0 93 0 0 0 88 1 0 0 12 0 1 0 0 0 0 0 0 164 6:500 PM 1 104 0 0 0 86 4 0 10 0 0 0 0 0 0 0 0 0 0 0 174 6:00 PM 1 104 0 0 0 86 4 0 10 0 0 0 0 0 0 0 0 0 0 164 6:515 PM 3 76 0 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 164 6:615 PM 3 76 0 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 166 6:45 PM 0 991 0 0 0 0 55 6 0 0 0 0 0 0 0 0 0 0 0 0 0	PM	0			0	0			0	0			0	0			0	
3:15 PM	PM		2	0			2	0			1	0			0	0		TOTAL
3:30 PM 0 82 0 1 0 40 6 0 9 0 0 0 0 0 0 0 0 0 138 345 PM 0 76 0 1 0 40 40 4 0 7 0 2 0 0 0 0 0 0 0 138 4:00 PM 1 87 0 0 0 46 8 1 5 0 0 0 0 0 0 0 0 0 0 148 4:15 PM 0 71 0 0 0 46 8 1 5 0 0 0 0 0 0 0 0 0 0 148 4:15 PM 0 71 0 0 0 46 10 0 6 0 0 0 0 0 0 0 0 0 0 133 4:15 PM 0 71 0 0 0 46 10 0 6 0 0 0 0 0 0 0 0 0 0 0 133 4:15 PM 0 71 0 0 0 62 8 8 0 0 0 0 0 0 0 0 0 0 0 154 4:45 PM 0 93 0 0 0 62 8 0 0 7 0 2 0 0 0 0 0 0 0 0 172 5:00 PM 0 82 0 0 0 0 54 12 0 12 0 2 0 0 0 0 0 0 0 172 5:00 PM 1 101 0 0 0 58 1 0 12 0 12 0 2 0 0 0 0 0 0 174 5:30 PM 0 93 0 0 0 87 9 0 16 0 12 0 1 0 0 0 0 0 0 0 174 5:30 PM 0 93 0 0 0 87 9 0 16 0 1 0 0 0 0 0 0 0 0 0 174 5:30 PM 0 93 0 0 0 88 4 0 0 10 0 0 0 0 0 0 0 0 0 173 6:15 PM 1 104 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 0 173 6:15 PM 1 104 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 0 173 6:15 PM 1 104 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 0 173 6:15 PM 1 104 0 0 0 0 55 6 0 0 6 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NL	2 NT	0 NR	NU	SL	2 ST	0 SR	SU	EL	1 ET	0 ER	EU	WL	0 WT	0 WR	WU	
3:45 PM	3:00 PM	NL 0	2 NT 58	0 NR 0	NU 0	SL 0	2 ST 48	0 SR 3	SU 0	EL 6	1 ET 0	0 ER 3	EU 1	WL 0	0 WT 0	WR 0	WU 0	119
4:00 PM	3:00 PM 3:15 PM	0 0	2 NT 58 54	0 NR 0 0	0 0	SL 0 0	2 ST 48 32	0 SR 3 2	SU 0 0	6 6	1 ET 0 0	0 ER 3 1	1 0	0 0	0 WT 0 0	0 WR 0 0	0 0	119 95
## 4:15 PM	3:00 PM 3:15 PM 3:30 PM	0 0 0	2 NT 58 54 82	0 NR 0 0	0 0 1	SL 0 0 0	2 ST 48 32 40	0 SR 3 2 6	0 0 0	EL 6 6 9	1 ET 0 0 0	0 ER 3 1	1 0 0	0 0 0	0 WT 0 0	0 WR 0 0	0 0 0	119 95 138
4:30 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 0 0	2 NT 58 54 82 76	0 NR 0 0 0	NU 0 0 1 1	SL 0 0 0 0	2 ST 48 32 40 40	0 SR 3 2 6 4	SU 0 0 0 0	6 6 9 7	1 ET 0 0 0	0 ER 3 1 0 2	EU 1 0 0 0	WL 0 0 0 0	0 WT 0 0 0	0 WR 0 0 0	0 0 0 0	119 95 138 130
4:45 PM 0 93 0 0 62 8 0 7 0 2 0 0 0 0 172 5:00 PM 0 82 0 0 0 54 12 0 12 0 2 0 0 0 0 0 162 5:15 PM 1 101 0 0 0 88 1 0 12 0 1 0 0 0 0 0 174 5:30 PM 0 93 0 0 0 86 4 0 10 0 0 0 0 0 206 5:45 PM 0 64 0 0 0 86 4 0 10 0	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0 0	2 NT 58 54 82 76 87	0 NR 0 0 0 0	NU 0 0 1 1 1 0 0	SL 0 0 0 0 0	2 ST 48 32 40 40	0 SR 3 2 6 4	SU 0 0 0 0 0 1	6 6 9 7 5	1 ET 0 0 0 0 0	0 ER 3 1 0 2	EU 1 0 0 0	WL 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0	119 95 138 130 148
5:00 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0	2 NT 58 54 82 76 87 71	0 NR 0 0 0 0 0	NU 0 0 1 1 1 0 0 0	SL 0 0 0 0 0	2 ST 48 32 40 40 46 46	0 SR 3 2 6 4 8 10	SU 0 0 0 0 0 1 0 0	6 6 9 7 5 6	1 ET 0 0 0 0 0	0 ER 3 1 0 2 0 0	EU 1 0 0 0 0	WL 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0	119 95 138 130 148 133
5:15 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0 1 0 2	2 NT 58 54 82 76 87 71 94	0 NR 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 1	SL 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52	0 SR 3 2 6 4 8 10 7	SU 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 5 6 8	1 ET 0 0 0 0 0	0 ER 3 1 0 2 0 0	EU 1 0 0 0 0 0	WL 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0 0 0	119 95 138 130 148 133 164
5:30 PM 0 93 0 0 0 87 9 0 16 0 1 0 0 0 0 0 0 206 5:45 PM 0 64 0 0 0 86 4 0 10 0 0 0 0 0 0 0 0 0 0 0 173 6:00 PM 1 104 0 0 0 55 6 0 6 0 1 0 0 0 0 0 0 0 0 173 6:15 PM 3 76 0 0 0 0 70 7 0 13 0 0 0 0 0 0 0 0 0 173 6:15 PM 0 91 0 0 0 55 6 0 6 0 1 0 0 0 0 0 0 0 173 6:15 PM 0 99 0 0 0 0 0 0 0 0 0 169 6:30 PM 0 99 0 0 0 0 0 0 0 0 0 169 6:45 PM 0 95 0 0 0 55 6 0 9 0 1 0 0 0 0 0 0 0 169 6:45 PM 0 95 0 0 0 53 3 0 0 5 0 0 0 0 0 0 0 0 0 0 156 TOTAL VOLUMES: 8 1321 0 3 0 884 96 1 137 0 14 1 0 0 0 0 0 0 2465 APPROACH %'s: 0.60% 99.17% 0.00% 0.23% 0.00% 90.11% 9.79% 0.10% 90.13% 0.00% 9.21% 0.66% PEAK HR VOL: 2 362 0 0 0 286 20 0 44 0 3 0 0 0 0 0 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000 0	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0 1 0 2 0 0	2 NT 58 54 82 76 87 71 94 93	0 NR 0 0 0 0 0	NU 0 0 1 1 1 0 0 1 1 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0	SL 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62	0 SR 3 2 6 4 8 10 7 8	SU 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 5 6 8 7	1 ET 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172
5:45 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 1 0 2 0	2 NT 58 54 82 76 87 71 94 93	0 NR 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54	0 SR 3 2 6 4 8 10 7 8	SU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 5 6 8 7 12	1 ET 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162
6:00 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 1 0 2 0 0	2 NT 58 54 82 76 87 71 94 93 82 101	0 NR 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58	0 SR 3 2 6 4 8 10 7 8 12 1	SU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 5 6 8 7 12 12	1 ET 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174
6:15 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 1 0 2 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93	0 NR 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87	0 SR 3 2 6 4 8 10 7 8 11 1 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 5 6 8 7 7 12 12 16	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206
6:30 PM	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:35 PM 5:30 PM 5:15 PM 5:35 PM 5:45 PM	NL 0 0 0 1 0 2 0 0 1 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64	0 NR 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 52 62 54 58 87 86	0 SR 3 2 6 4 8 10 7 8 12 1 9 4	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 9 7 5 6 8 7 12 12 16 10	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164
6:45 PM 0 95 0 0 0 53 3 0 5 0 0 0 0 0 0 0 0 0 156 NL	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:35 PM 5:30 PM 5:15 PM 5:35 PM 5:45 PM	NL 0 0 0 1 0 2 0 0 1 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64	0 NR 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55	0 SR 3 2 6 4 8 10 7 8 12 1 9 4	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173
6:45 PM 0 95 0 0 0 53 3 3 0 5 0 0 0 0 0 0 0 0 0 0 156 NL NT NR NU SL ST SR SU 137 0 14 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 1 0 2 0 0 1 0 1 0 1	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76	0 NR 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 52 62 54 58 87 86 55 70	0 SR 3 2 6 4 8 10 7 8 12 1 9 4	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 13	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173
TOTAL VOLUMES: 8 1321 0 3 0 884 96 1 137 0 14 1 0 0 0 0 0 0 2465 20 0 44 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	NL 0 0 0 1 0 2 0 1 0 1 3	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55 70	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 7 12 12 16 10 6 13 9	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 1 0 2	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169
TOTAL VOLUMES: 8 1321 0 3 0 884 96 1 137 0 14 1 0 0 0 0 0 2465 APPROACH '9's: 0.60% 99.17% 0.00% 0.23% 0.00% 90.11% 97.9% 0.10% 90.13% 0.00% 92.1% 0.66% PEAK HR VOL: 2 362 0 0 0 286 20 0 44 0 3 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000 0.000 0.000 0.822 0.556 0.000 0.688 0.000 0.750 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.007	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 3 0 0 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55 70	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 7 12 12 16 10 6 13 9	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 2 1 1 1 0 2 2 1 1 0 0 1 1 1 0 0 1 1 1 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162
TOTAL VOLUMES: 8 1321 0 3 0 884 96 1 137 0 14 1 0 0 0 0 0 2465 APPROACH '9's: 0.60% 99.17% 0.00% 0.23% 0.00% 90.11% 97.9% 0.10% 90.13% 0.00% 92.1% 0.66% PEAK HR VOL: 2 362 0 0 0 286 20 0 44 0 3 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000 0.000 0.000 0.822 0.556 0.000 0.688 0.000 0.750 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.007	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 3 0 0 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55 70	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 7 12 12 16 10 6 13 9	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 2 1 1 1 0 2 2 1 1 0 0 1 1 1 0 0 1 1 1 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162
APPROACH %'s: 0.60% 99.17% 0.00% 0.23% 0.00% 90.11% 9.79% 0.10% 90.13% 0.00% 9.21% 0.66% TOTAL PEAK HR VOL: 2 362 0 0 0 286 20 0 44 0 3 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000 0.000 0.000 0.822 0.556 0.000 0.688 0.000 0.750 0.000	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 95	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 87 86 55 70 55 53	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6 6 7 6 3	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 6 13 9 5 5	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 2 1 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156
PEAK HR VOI. 2 05:15 PM - 06:15 PM TOTAL PEAK HR VOI. 2 362 0 0 286 20 0 44 0 3 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	NL 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 95	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55 55 53	0 SR 3 2 6 4 8 10 7 8 12 1 1 9 4 6 7 7 6 3 3 8 7 7 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 6 13 9 5 5	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 0 1 0 0 2 1	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156
PEAK HR VOL: 2 362 0 0 0 286 20 0 44 0 3 0 0 0 0 0 0 717 PEAK HR FACTOR: 0.500 0.870 0.000 0.000 0.000 0.822 0.556 0.000 0.688 0.000 0.750 0.000	3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM	NL 0 0 0 0 0 0 1 1 0 0 0 1 1 3 0 0 0 NL 8	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 104 76	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 46 46 46 52 62 54 58 87 86 55 70 55 53	0 SR 3 2 6 4 8 10 7 8 8 12 1 1 9 4 6 7 6 6 7 8 8 12 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 6 9 7 7 5 6 8 8 7 12 16 10 10 13 9 5 EL 137	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER 3 1 0 0 2 2 0 0 0 0 2 2 1 1 1 0 0 1 0 0 ER 14	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156
PEAK HR FACTOR: 0.500 0.870 0.000 0.000 0.000 0.822 0.556 0.000 0.688 0.000 0.750 0.000 0.000 0.000 0.000 0.000 0.000 0.000	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	NL 0 0 0 0 0 0 1 1 0 0 0 1 1 3 0 0 0 NL 8	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 71 101 91 95 NT 1321 99.17%	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 46 46 46 52 62 54 58 87 86 55 70 55 53	0 SR 3 2 6 4 8 10 7 8 8 12 1 1 9 4 6 7 6 6 7 8 8 12 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 6 9 7 7 5 6 8 8 7 12 16 10 10 13 9 5 EL 137	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER 3 1 0 0 2 2 0 0 0 0 2 2 1 1 1 0 0 1 0 0 ER 14	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156 TOTAL 2465
	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:35 PM 6:30 PM 6:45 PM	NL 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 8 0 0 0 0	2 NT 58 54 82 76 87 71 94 93 82 101 76 93 64 104 76 91 1321 95 NT 1321 90.7% 05:15 PM - 05:15 PM -	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 54 58 87 86 55 70 55 53 ST 884 90.11%	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6 7 6 3 3 SR 96 9.79%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 6 9 7 7 5 6 8 8 7 12 12 16 16 13 9 9 5 EL 137 90.13%	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER 14 9.21%	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156 TOTAL 2465
0.867 0.797 0.691	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:37 PM 6:38 PM 6:38 PM	NL 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 91 95 91 99.17% 05:15 PM -	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ST 48 32 40 40 46 46 52 62 54 58 87 86 55 70 55 53 87 88 90.11%	0 SR 3 2 6 4 8 10 7 8 12 1 9 4 6 6 7 6 6 3 3 5 8 10 7 8 8 12 10 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 13 9 5 5 EL 137 90.13%	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER 3 1 1 0 2 0 0 0 0 0 2 2 1 1 0 0 1 1 0 0 ER 14 9.21%	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 162 156 TOTAL 2465
	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:37 PM 6:38 PM 6:38 PM	NL 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 95 NT 1321 99.17% 05:15 PM - 362 0.870 0.870	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 5T 48 32 40 40 46 46 52 54 58 87 86 55 70 55 53 ST 884 90.11%	0 SR 3 2 6 4 8 10 7 8 12 1 1 1 9 4 6 7 6 3 3 SR 9 9 9 9 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 13 9 5 5 EL 137 90.13%	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 1 0 1 0 0 1 0 1 0	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 169 162 156 TOTAL 717
	3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:30 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:37 PM 6:38 PM 6:38 PM	NL 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	2 NT 58 54 82 76 87 71 94 93 82 101 93 64 104 76 91 95 NT 1321 99.17% 05:15 PM - 362 0.870 0.870	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 5T 48 32 40 40 46 46 52 54 58 87 86 55 70 55 53 ST 884 90.11%	0 SR 3 2 6 4 8 10 7 8 12 1 1 1 9 4 6 7 6 3 3 SR 9 9 9 9 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 6 6 9 7 7 5 6 8 8 7 12 12 16 10 6 13 9 5 5 EL 137 90.13%	1 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 3 1 0 2 0 0 0 0 2 2 1 1 1 0 1 0 0 1 0 1 0	EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119 95 138 130 148 133 164 172 162 174 206 164 173 169 169 162 156 TOTAL 717

Location: Holland Ln & Emerson Ave City: Alexandria Control: 1-Way Stop (EB)

0.000

3 0 0.250 0.000

TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:

3 0 0.375 0.000 0.375

0 0.000

0 0.000

0 0.000

0 0.000

0 0.000

0 0.000

0 0.000

0 0.000 0.000

Project ID: 23-260092-001 Date: 6/6/2023

0 0.000

TOTAL 6

0.300

Control: 1	1-Way Stop	(EB)						Data	- HT					Date:	6/6/2023		
NS/EW Streets:		Hollar	nd Ln			Hollan	d Ln			Emerso	n Ave			Emers	on Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM 6:45 AM	0	0	0	0	0	2 1	0	0	0	0	0	0	0	0	0	0 0	2
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	ŏ	3	Ö	ő	ő	Ō	Ŏ	ŏ	Ŏ	ŏ	Ö	ŏ	ŏ	ŏ	Ö	Ö	3
7:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	1	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM 8:45 AM	0	7 2	0	0	0	0 2	0	0	0 0	0	0	0	0	0	0	0	7
9:00 AM	0	7	0	0	0	1	0	0	1	0	0	0	0	0	0	0	9
9:15 AM	Ö	8	Ö	Ö	0	4	0	Õ	Ō	Ô	Ô	Ö	Ö	Ô	Ö	Ö	12
9:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
9:45 AM	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES : APPROACH %'s :	2 3.51%	54 94.74%	0 0.00%	1 1.75%	0 0.00%	20 90.91%	2 9.09%	0 0.00%	1 100.00%	0 0.00%	0 0.00%	0 0.00%	0	0	0	0	80
PEAK HR :	3.3170	07:45 AM -		1.7570	0.0070	50.5170	5.0570	0.0070	100.0070	0.0070	0.0070	0.0070					TOTA
PEAK HR VOL :	1	21	0	0	0	6	2	0	0	0	0	0	0	0	0	0	30
EAK HR FACTOR :	0.250	0.656	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.682
		0.6	11			0.50	00										
D0.4		NORTH				SOUTH				EASTE					BOUND		
PM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
3:00 PM	0	1	0	0	0 0	1	0 0	0	0	0	0 0	0	0	0	0	0	2
3:15 PM	0	1	0	0	0	i	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	Ō	3	Ō	Ō	Ō	1	Ō	ō	Ō	Ō	1	ō	Ō	Ō	ō	Ō	5
3:45 PM	0	5	0	0	0	1	1	0	1	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM 4:45 PM	0	0	0	0	0	1	0	0	0 0	0	0	0	0	0	0	0 0	1
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	ő	3	Ö	Ö	Ö	2	Ö	ő	Ö	Ö	Ö	ő	Ö	Ö	Ö	Ö	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM 6:45 PM	0	0 1	0	0	0	1	0	0	0	0	0	0	0	0	0	0 0	0 2
U.73 FIT	U	1	U	U		1	U	U		U	U	U		U	U	U	2
																	-
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
TOTAL VOLUMES : APPROACH %'s :	0	NT 16 100.00%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 15 93.75%	SR 1 6.25%	SU 0 0.00%	EL 1 50.00%	ET 0 0.00%	ER 1 50.00%	EU 0 0.00%	WL 0	WT 0	WR 0	WU 0	TOT/ 34

Location: Holland Ln & Emerson Ave City: Alexandria Control: 1-Way Stop (EB)

Project ID: 23-260092-001 Date: 6/6/2023

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	ala	-	DII	ve2

NS/EW Streets:		Hollan	d Ln			Hollan	d Ln			Emerso	n Ave			Emers	on Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0 1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM 7:30 AM	0	0 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	n	0	0	0	Ö	Ö	ō
8:30 AM	Ô	Ŏ	Ö	Ö	Ö	Ö	Ö	Ô	0	Ô	Ö	o l	Ö	Ô	Ö	0	ŏ
8:45 AM	ŏ	ŏ	Ö	ŏ	Ŏ	ĭ	Ŏ	ŏ	1	Ö	Ŏ	ŏ	Ö	ŏ	Ö	Ö	2
9:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	8	0	0	0	4	0	0	1	0	0	0	0	0	0	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					TOTAL
PEAK HR:		07:45 AM -		_	_					•	•						TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	2 0.500	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	2
PEAR HR FACTOR:	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.50	00														
		NORTHI				SOUTH	BOUND			EASTB	OUND			WEST	TBOUND		
PM	0			0	0	SOUTH 2	BOUND 0	0	0	EASTB 1	OUND 0	0	0	WEST 0	TBOUND 0	0	
	0 NL	NORTHI	BOUND	0 NU	0 SL		0 SR	0 SU	0 EL			0 EU	0 WL			0 WU	TOTAL
3:00 PM	NL 0	NORTHI 2 NT 1	BOUND 0 NR 0	NU 0	SL 0	2 ST 1	0 SR 0	SU 0	EL 0	1 ET 0	0 ER 0	EU 0	WL 0	0 WT 0	0 WR 0	WU 0	2
3:00 PM 3:15 PM	0 0	NORTHI 2 NT 1 2	BOUND 0 NR 0	NU 0 0	SL 0 0	2 ST 1 0	0 SR 0 0	0 0	0 0	1 ET 0 0	0 ER 0 0	0 0	0 0	0 WT 0 0	0 WR 0 0	0 0	2 2
3:00 PM 3:15 PM 3:30 PM	0 0 0	NORTHI 2 NT 1 2	BOUND 0 NR 0 0	NU 0 0 0	SL 0 0 0	2 ST 1 0	0 SR 0 0	0 0 0	0 0 0	1 ET 0 0 0	0 ER 0 0	0 0 0	0 0 0	0 WT 0 0	0 WR 0 0	0 0 0	2 2 0
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 0 0	NORTHI 2 NT 1 2 0	BOUND 0 NR 0 0 0	NU 0 0 0	SL 0 0 0 0	2 ST 1 0 0 1	0 SR 0 0 0	SU 0 0 0 0	EL 0 0 0 0	1 ET 0 0 0 0	0 ER 0 0 0	0 0 0 0	WL 0 0 0 0	0 WT 0 0 0	0 WR 0 0 0	0 0 0 0	2 2 0 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0	NORTHI 2 NT 1 2 0 0	BOUND 0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	2 ST 1 0 0 1	0 SR 0 0 0 0	SU 0 0 0 0	EL 0 0 0 0	1 ET 0 0 0 0 0	0 ER 0 0 0 0	EU 0 0 0 0	WL 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0	2 2 0 1 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0	NORTHI 2 NT 1 2 0 0 0	BOUND 0 NR 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	2 ST 1 0 0 1	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ET 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0 0	2 2 0 1 2
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0 0.000 0.750

National Data & Surveying Services Intersection Turning

Location: Holland Ln & Emerson Ave

Movement Count
Project ID: 23-260092-001
Date: 6/6/2023

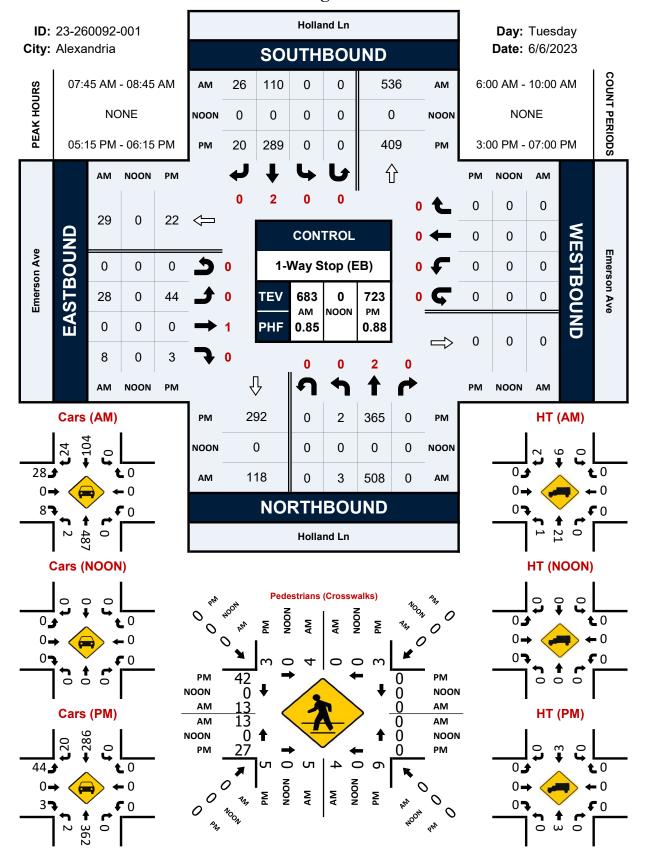
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Holla	nd Ln	Holla	nd Ln	Emerso	on Ave	Emerso	on Ave	
AM	NORT	H LEG	SOUT	H LEG	EAST	LEG	WEST	T LEG	
AlVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM		0	0	1	0	0	1	0	2
6:15 AM	1	0	1	1	0	0	5	1	9
6:30 AM	0	0	0	1	0	0	4	3	8
6:45 AM	0	0	2	0	0	0	1	2	5
7:00 AM	1	0	1	1	0	0	3	1	7
7:15 AM	1	0	3	0	0	0	3	7	14
7:30 AM	0	0	1	2	0	0	6	2	11
7:45 AM	0	0	1	1	0	0	4	4	10
8:00 AM	0	0	2	0	0	0	4	2	8
8:15 AM	2	0	2	2	0	0	3	4	13
8:30 AM	2	0	0	1	0	0	2	3	8
8:45 AM		0	1	1	0	0	6	4	12
9:00 AM	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	2	0	2
9:30 AM		0	0	1	0	0	3	2	6
9:45 AM	0	1	1	0	0	0	3	4	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	7	1	15	12	0	0	50	40	125
APPROACH %'s:	87.50%	12.50%	55.56%	44.44%			55.56%	44.44%	
PEAK HR:		- 08:45 AM							TOTAL
PEAK HR VOL:	4	0	5	4	0	0	13	13	39
PEAK HR FACTOR :	0.500		0.625	0.500			0.813	0.813	0.750
	0.5	500	0.5	63			0.8	313	0.730

DNA	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WEST	Γ LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	6	4	10
3:15 PM	1	1	0	0	0	0	1	3	6
3:30 PM	0	0	1	1	0	0	2	9	13
3:45 PM	0	0	1	1	0	0	3	4	9
4:00 PM	0	0	0	1	0	0	3	7	11
4:15 PM	0	0	3	2	0	0	6	5	16
4:30 PM	0	0	0	1	0	0	4	7	12
4:45 PM	0	0	2	0	0	0	5	8	15
5:00 PM	1	0	0	1	0	0	6	3	11
5:15 PM	3	1	3	0	0	0	9	13	29
5:30 PM	0	2	1	3	0	0	10	18	34
5:45 PM	0	0	1	1	0	0	7	6	15
6:00 PM	0	0	0	2	0	0	1	5	8
6:15 PM	0	0	1	1	0	0	11	11	24
6:30 PM		2	1	3	0	0	13	7	28
6:45 PM	2	2	3	3	0	0	11	11	32
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	8	17	20	0	0	98	121	273
APPROACH %'s:	52.94%	47.06%	45.95%	54.05%			44.75%	55.25%	
PEAK HR :	05:15 PM	- 06:15 PM							TOTAL
PEAK HR VOL :	3	3	5	6	0	0	27	42	86
PEAK HR FACTOR :	0.250	0.375	0.417	0.500			0.675	0.583	0.632
	0.3	375	0.6	888			0.6	516	0.032

Holland Ln & Emerson Ave

Peak Hour Turning Movement Count



Start Date: 6/7/2023 Start Time: 6:00:00 AM Site Code: 017 Comment 1:

Comment 3: Comment 4:

	nment 4:	Hollan From				From	Fast			Holland From S				Eisenhow From V			1
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru		U Turns	Left	Thru	Right	U Turns	
6:00:00 AM	0	3	15	0	0	0	0	0	2	0	0	0	19	0	9	0	
6:15:00 AM	0	3	12	0	0	0	0	0	1	4	0	0	22	0	9	0	
6:30:00 AM	0	2	9	1	0	0	0	0	0	1	0	0	40	0	6	1	
6:45:00 AM	0	2	10	0	0	0	0	0	1	3	0	0	48	0	9	0	
7:00:00 AM	0	2	13	1	0	0	0	0	2	8	0	0	53	0	3	1	
7:15:00 AM	0	5	14	0	0	0	0	0	1	0	0	0	67	0	4	0	
7:30:00 AM	0	1	18	0	0	0	0	0	3	3	0	0	105	0	3	0	
7:45:00 AM	0	3	23	0	0	0	0	0	1	2	0	0	147	0	2	1	
8:00:00 AM	0	4	30	0	0	0	0	0	5	3	0	0	157	0	1	0	
8:15:00 AM	0	2	28 25	0	0	0	0	0	1	2	0	0	121	0	3 1	0	
8:30:00 AM 8:45:00 AM	0	1	25 40	0	0	0	0	0	1 2	1	0	0	142 108	0	2	1	
9:00:00 AM	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM	0	0	0	0	0	0	0	0	0	Ō	0	0	0	0	0	0	
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00 AM	0	2	29	0	0	0	0	0	1	3	0	0	49	0	0	0	
11:15:00 AM	0	2	35	0	0	0	0	0	3	4	0	0	37	0	0	0	
11:30:00 AM	0	3	27	0	0	0	0	0	5	2	0	0	54	0	3	0	
11:45:00 AM	0	1	30	2	0	0	0	0	1	0	0	0	47	0	5	0	
12:00:00 PM	0	5	37	0	0	0	0	0	2	3	0	0	37	0	0	0	
12:15:00 PM	0	3	34	0	0	0	0	0	3	3	0	0	38	0	3	0	
12:30:00 PM	0	2	30	0	0	0	0	0	2	3	0	0	53	0	1	0	
12:45:00 PM	0	3	40	0	0	0	0	0	0	2	0	0	47	0	1	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	
1:30:00 PM 1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	2	32	1	0	0	0	0	10	12	0	0	62	0	6	0	
3:45:00 PM	0	2	41	0	0	0	0	0	15	4	0	0	73	0	3	0	
4:00:00 PM	0	2	25	0	0	0	0	0	20	12	0	0	77	0	1	0	
4:15:00 PM	0	0	48	0	0	0	0	0	8	6	0	0	82	0	0	0	
4:30:00 PM	0	0	56	0	0	0	0	0	3	1	0	0	85	0	0	0	
4:45:00 PM	0	3	68	0	0	0	0	0	6	9	0	0	87	0	0	0	
5:00:00 PM	0	3	51	0	0	0	0	0	4	8	0	0	94	0	0	0	
5:15:00 PM	0	1	74	0	0	0	0	0	2	8	0	0	102	0	3	0	
5:30:00 PM	0	1	55	0	0	0	0	0	1	1	0	0	103	0	0	0	
5:45:00 PM	0	1	57	0	0	0	0	0	7	0	0	0	82	0	0	1	
6:00:00 PM	0	1	72 57	0	0	0	0	0	0	3	0	0	82	0	0	1	
6:15:00 PM	0	0	57	0	0	0	0	0	4	6	0	0	80	0	0	1	

Start Date: 6/7/2023 Start Time: 6:00:00 AM Site Code: 017

Comment 1: Comment 2: Comment 3: Comment 4:

	illilelit 4.	Holland From I				From	East			Holland From S							
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	From Thru	Right	U Turns	
6:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
6:15:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	
6:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	
6:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:00:00 AM	0	0	1	0	0	0	0	0	1	2	0	0	2	0	0	0	
7:15:00 AM	0	0	2	0	0	0	0	0	0	2	0	0	3	0	1	0	
7:30:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	2	0	1	0	
7:45:00 AM	0	0	3	0	0	0	0	0	0	2	0	0	3	0	0	0	
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
8:15:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	0	
8:30:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0	
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00 AM	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	1	
11:15:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	2	0	
11:30:00 AM	0	1	2	0	0	0	0	0	2	0	0	0	3	0	2	0	
11:45:00 AM	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0	2	
12:00:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	
12:15:00 PM	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	
12:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	
12:45:00 PM	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM 3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
3:45:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	
4:00:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
4:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
4:15:00 PM 4:30:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
4:30:00 PM 4:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
6:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
0.15.00 PM	U	U	'	U	U	U	U	U	U	U	U	U		U	U	U	

Start Date: 6/7/2023 Start Time: 6:00:00 AM Site Code: 017

Comment 1: Comment 2: Comment 3: Comment 4:

Col	mment 4:	Hollan	nd Ave							Holland	d Ave		Eisenhower Ave				
		From				From	East			From S			From West				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM 10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00 AM 11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45:00 AM	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
12:30:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45:00 PM	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
4:00:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15:00 PM		0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
6:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Date: 6/7/2023 Start Time: 6:00:00 AM Site Code: 017

Comment 1: Comment 2: Comment 3: Comment 4:

	nment 4:	Holland	d Ave							Holland	d Ave						
		From I				From				From S							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	
6:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
6:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
8:00:00 AM 8:15:00 AM	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Õ	
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
12:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30:00 PM	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0 0	
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:00:00 PM 4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:15:00 PM 4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	
4:30:00 PM 4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	3 1	0	0	0	0	
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
5:30:00 PM 5:45:00 PM 6:00:00 PM 6:15:00 PM	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	3 1 0 2	0 0 0	0 0 0	0 0	1 0 0	