

Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Regular Vehicles

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



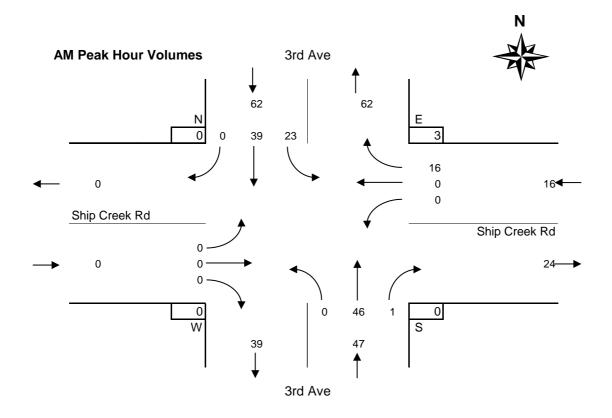
Survey Data Regular Vehicles

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | .d | S | hip Cr | eek R | ?d | | | | | | | |
|--------|------|-------|-------|-------|------|------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|---------|-------|-------|-------------|----------|----------|-----|
| Period | NO | RTH / | | ach | SO | | Approa | ach | | | Approa | | | AST A | | | Total V | olume | 쓝 | (| Cross | walks | 3 |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Peak | N | S | W | Е |
| 7:00 | 7 | 2 | 0 | 9 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 17 | | | 0 | 0 | 0 | 0 |
| 7:15 | 4 | 3 | 0 | 7 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | | | 0 | 0 | 0 | 0 |
| 7:30 | 4 | 4 | 0 | 8 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 17 | | | 0 | 0 | 0 | 0 |
| 7:45 | 6 | 5 | 0 | 11 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 27 | 78 | | 0 | 0 | 0 | 0 |
| 8:00 | 2 | 6 | 0 | 8 | 0 | 10 | 1 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 25 | 86 | | 0 | 0 | 0 | 0 |
| 8:15 | 3 | 3 | 0 | 6 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 21 | 90 | | 0 | 0 | 0 | 0 |
| 8:30 | 1 | 5 | 0 | 6 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 22 | 95 | | 0 | 0 | 0 | 0 |
| 8:45 | 4 | 11 | 1 | 16 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 30 | 98 | | 0 | 0 | 0 | 0 |
| 9:00 | 8 | 6 | 0 | 14 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 26 | 99 | | 0 | 0 | 0 | 1 |
| 9:15 | 5 | 14 | 0 | 19 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 31 | 109 | | 0 | 0 | 0 | 0 |
| 9:30 | 5 | 5 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 21 | 108 | * | 0 | 0 | 0 | 0 |
| 9:45 | 7 | 12 | 0 | 19 | 0 | 13 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 36 | 114 | * | 0 | 0 | 0 | 2 |
| 10:00 | 3 | 10 | 0 | 13 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 31 | 119 | * | 0 | 0 | 0 | 1 |
| 10:15 | 8 | 12 | 0 | 20 | 0 | 11 | 0 | 11 | 0 | 0 | | 0 | 0 | 0 | 6 | 6 | 37 | 125 | - | 0 | 0 | 0 | 0 |
| 10:30 | 3 | 3 | 0 | 6 | 0 | 6 | 0 | 6 | 1 | 0 | | 1 | 0 | 0 | 4 | 4 | 17 | 121 | H | 0 | 0 | 0 | 2 |
| 10:45 | 5 | 9 | 0 | 14 | 0 | 11 | 0 | 11 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 27 | 112 | H | 0 | 0 | 0 | 0 |
| 11:00 | 2 | 10 | 1 | 13 | 0 | 8 | | 8 | 0 | 0 | | 0 | 0 | 0 | 7 | 7 | 28 | 109 | H | 0 | 0 | 0 | 0 |
| 11:15 | 1 | 5 | 0 | 6 | 0 | 6 | | 6 | 1 | 0 | | 1 | 0 | 0 | 5 | 5 | 18 | 90 | H | 0 | 0 | 0 | 0 |
| 11:30 | 1 | 10 | 1 | 12 | 0 | 6 | 0 | 6 | 1 | 0 | _ | 1 | 0 | 0 | 5 | 5 | 24 | 97 | H | 0 | 0 | 0 | 0 |
| 11:45 | 2 | 16 | 1 | 19 | 0 | 12 | 0 | 12 | 0 | 0 | _ | 0 | 0 | 0 | 3 | 3 | 34 | 104 | H | 0 | 0 | 0 | 2 |
| Total | 81 | 151 | 4 | 236 | 0 | 196 | | 198 | 4 | 0 | | 4 | 1 | 0 | 67 | 68 | | 104 | Н | 0 | 0 | 0 | 8 |
| Iolai | 01 | 131 | 4 | 230 | U | 196 | | 190 | 4 | U | U | 4 | ı | U | 0/ | 00 | 300 | | | U | U | U | Ö |
| 12:00 | 3 | 11 | 0 | 14 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 29 | | П | 0 | 0 | 0 | 5 |
| 12:15 | 2 | 8 | 0 | 10 | 0 | 9 | | 9 | 0 | 0 | | 0 | 0 | 0 | 4 | 4 | 23 | | | 0 | 0 | 0 | 0 |
| | | | | 15 | | 10 | | | | | | | | | | | 30 | | | | | | - 0 |
| 12:30 | 5 | 10 | 0 | | 0 | | | | 0 | 0 | | 0 | 0 | 0 | 5 | 5 | | 404 | | 0 | 0 | 0 | 1 |
| 12:45 | 3 | 3 | 0 | 6 | 0 | 12 | 0 | 12 | 0 | 0 | | 0 | 0 | 0 | 4 | 4 | 22 | 104 | | 0 | 0 | 0 | 0 |
| 13:00 | 5 | 18 | 1 | 24 | 0 | 16 | | 17 | 0 | 0 | | 0 | 0 | 0 | 3 | 3 | 44 | 119 | | 0 | 0 | 0 | 0 |
| 13:15 | 6 | 13 | 0 | 19 | 0 | 9 | | 10 | 1 | 0 | | 1 | 0 | 0 | 5 | 5 | 35 | 131 | | 0 | 0 | 0 | 0 |
| 13:30 | 3 | 10 | 0 | 13 | 0 | 6 | | 6 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 6 | 26 | 127 | Н | 0 | 0 | 0 | 1 |
| 13:45 | 6 | 8 | 0 | 14 | 0 | 18 | | 18 | 0 | 0 | | 0 | 0 | 0 | 5 | 5 | 37 | 142 | | 0 | 0 | 0 | 0 |
| 14:00 | 6 | 15 | 0 | 21 | 0 | 7 | 1 | 8 | 0 | 0 | | 0 | 1 | 0 | 6 | 7 | 36 | 134 | * | 0 | 0 | 0 | 0 |
| 14:15 | 6 | 15 | 0 | 21 | 0 | 13 | | 14 | 0 | 0 | | 1 | 1 | 0 | 15 | 16 | 52 | 151 | * | 0 | 0 | 0 | 1 |
| 14:30 | 2 | 14 | 0 | 16 | 0 | 17 | 0 | 17 | 1 | 0 | _ | 1 | 0 | 0 | 11 | 11 | 45 | 170 | * | 0 | 0 | 0 | 4 |
| 14:45 | 2 | 23 | 0 | 25 | 0 | 16 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 53 | 186 | + | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 49 | 148 | 1 | 198 | 0 | 143 | 5 | 148 | 2 | 1 | 1 | 4 | 3 | 1 | 78 | 82 | 432 | | | 0 | 0 | 0 | 12 |
| | | | | | _ | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | oxdot | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
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| Total | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Regular Vehicles

| Time | | 3rd | Ave | | | 3rd / | Ave | | S | hip Cı | reek R | d | SI | hip Cr | eek R | d | | | | | | | | | |
|---------------|-------|---------|-------|-------|------|-------|--------|-------|------|--------|--------|----------|------|--------|-------|-------|-------------------|--------------------|------|-------|-------|--------|----------|--------|-------|
| Period | NO | RTH A | \ppro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ıch | EA | AST A | pproa | ch | Total V 15-min | olume [·] | äK | Cro | osswa | lks | | Con | flict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | 1 Le | 1 5 | S W | / E | <u> </u> | 15 min | Hr |
| 7:00 | 7 | 2 | 0 | 9 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 17 | | | 0 | 0 | 0 | 0 | 15 | |
| 7:15 | 4 | 3 | 0 | 7 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | | | 0 | 0 | 0 | 0 | 14 | |
| 7:30 | 4 | 4 | 0 | _ | 0 | 7 | 0 | 7 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 17 | | | 0 | 0 | 0 | 0 | 13 | |
| 7:45 | 6 | 5 | 0 | | 0 | | 0 | 12 | 0 | 0 | | 0 | 0 | 0 | 4 | 4 | 27 | 78 | | 0 | 0 | 0 | 0 | 22 | 64 |
| 8:00 | 2 | 6 | 0 | | 0 | 10 | 1 | 11 | 0 | 0 | | 0 | 1 | 0 | 5 | 6 | 25 | 86 | | 0 | 0 | 0 | 0 | 18 | 67 |
| 8:15 | 3 | 3 | 0 | | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 21 | 90 | | 0 | 0 | 0 | 0 | 18 | 71 |
| 8:30 | 1 | 5 | 0 | | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 22 | 95 | | 0 | 0 | 0 | 0 | 17 | 75 |
| 8:45 | 4 | 11 | 1 | 16 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 30 | 98 | | 0 | 0 | 0 | 0 | 18 | 71 |
| 9:00 | 8 | 6 | 0 | | 0 | 11 | 0 | 11 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | 26 | 99 | | 0 | 0 | 0 | 1 | 20 | 73 |
| 9:15 | 5 | 14 | 0 | | 0 | | 0 | 9 | 0 | 0 | | 0 | 0 | 0 | 3 | 3 | 31 | 109 | | 0 | 0 | 0 | 0 | 17 | 72 |
| 9:30 | 5 | 5 | 0 | | 0 | | 0 | 10 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | 21 | 108 | | 0 | 0 | 0 | 0 | 16 | 71 |
| 9:45 | 7 | 12 | 0 | | 0 | | 1 | 14 | 0 | 0 | | 0 | 0 | 0 | 3 | 3 | 36 | 114 ' | | 0 | 0 | 0 | 2 | 24 | 77 |
| 10:00 | 3 | 10 | 0 | | 0 | 12 | 0 | 12 | 0 | 0 | | 0 | 0 | 0 | 6 | 6 | 31 | 119 | | 0 | 0 | 0 | 1 | 21 | 78 |
| 10:15 | 8 | 12 | 0 | | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 37 | 125 | F | 0 | 0 | 0 | 0 | 25 | 86 |
| 10:30 | 3 | 3 | 0 | | 0 | 6 | 0 | 6 | 1 | 0 | | 1 | 0 | 0 | 4 | 4 | 17 | 121 | | 0 | 0 | 0 | 2 | 14 | 84 |
| 10:45 | 5 | 9 | 0 | | 0 | | 0 | 11 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 27 | 112 | | 0 | 0 | 0 | 0 | 18 | 78 |
| 11:00 | 2 | 10 | 1 | 13 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 28 | 109 | | 0 | 0 | 0 | 0 | 18 | 75 |
| 11:15 | 1 | 5 | 0 | | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 18 | 90 | | 0 | 0 | 0 | 0 | 13 | 63 |
| 11:30 | 1 | 10 | 1 | 12 | 0 | | 0 | 6 | 1 | 0 | | 1 | 0 | 0 | 5 | 5 | 24 | 97 | | 0 | 0 | 0 | 0 | 17 | 66 |
| 11:45 | 2 | 16 | 1 | 19 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 34 | 104 | | 0 | 0 | 0 | 2 | 20 | 68 |
| Total | 81 | 151 | 4 | 236 | 0 | 196 | 2 | 198 | 1 | 0 | ٥ | | 1 | 0 | 67 | 68 | 506 | | | ٥ | 0 | ٥ | ٥ | Г | 350 |
| Avg Hr | 16 | 30 | 1 | 47 | 0 | | 0 | 40 | 1 | 0 | | 1 | 0 | 0 | 13 | 14 | | | | 0 | 0 | 0 | 2 | | 330 |
| Avgiii | 10 | 30 | ı | 47 | U | 39 | U | 40 | ı | U | U | <u> </u> | U | U | 13 | 14 | 101 | | | U] | U | U | | | |
| Peak h | our o | f the i | nters | ectio | n | | | | | | | | | | | | | | | | | | | _ | |
| Pk Hr | 23 | 39 | 0 | 62 | 0 | 46 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 125 | * | | 0 | 0 | 0 | 3 | | 86 |
| 15x4 | 32 | 48 | 0 | 80 | 0 | 52 | 4 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 148 | + | | 0 | 0 | 0 | 8 | | 112 |
| PHF | 0.72 | 0.81 | n/a | 0.78 | n/a | 0.88 | 0.25 | 0.84 | n/a | n/a | n/a | n/a | n/a | n/a | 0.67 | 0.67 | 0.84 | | | n/a i | n/a n | /a 0.3 | 38 | | 0.77 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | _ | | | e inte | | | | | | | | | | | | | _ | | | | - | |
| Pk Hr | 23 | 39 | 0 | | 0 | | 1 | 47 | 0 | | | 0 | 0 | 0 | 16 | 16 | 125 | * | | 0 | 0 | 0 | 3 | | 86 |
| 15x4 | 32 | 48 | 0 | | 0 | 52 | 4 | 56 | 0 | 0 | _ | 0 | 0 | 0 | 24 | 24 | 148 | + | | 0 | 0 | 0 | 8 | | 112 |
| PHF | 0.72 | 0.81 | n/a | 0.78 | n/a | 0.88 | 0.25 | 0.84 | n/a | n/a | n/a | n/a | n/a | n/a | 0.67 | 0.67 | 0.84 | | | n/a ı | n/a n | /a 0.3 | 38 | L | 0.77 |

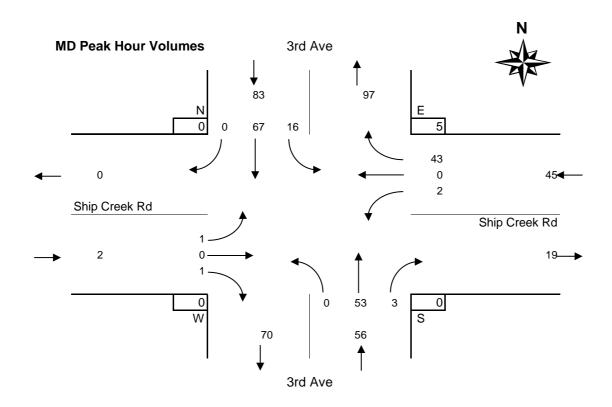




MD Peak Period Regular Vehicles

| Time | | 3rd | | | | 3rd | | | S | hip Cı | eek R | ld | SI | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|-------|--------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|---------|-------|------|-----|-------|-------|------|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | EA | AST A | pproa | ıch | Total V | olume | Peak | C | Cross | walks | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 3 | 11 | 0 | | 0 | 10 | 0 | 10 | 0 | 0 | _ | 0 | 0 | 0 | 5 | 5 | 29 | | | 0 | 0 | 0 | 5 | 18 | |
| 12:15 | 2 | 8 | 0 | | 0 | | 0 | 9 | 0 | | 0 | 0 | | 0 | 4 | 4 | 23 | | | 0 | 0 | 0 | 0 | 15 | |
| 12:30 | 5 | 10 | 0 | 15 | 0 | | 0 | 10 | 0 | | | 0 | 0 | 0 | 5 | 5 | 30 | | | 0 | 0 | 0 | 1 | 20 | |
| 12:45 | 3 | 3 | 0 | _ | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 22 | 104 | | 0 | 0 | 0 | 0 | 19 | 72 |
| 13:00 | 5 | 18 | 1 | 24 | 0 | 16 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | 119 | | 0 | 0 | 0 | 0 | 25 | 79 |
| 13:15 | 6 | 13 | 0 | | 0 | | 1 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 35 | 131 | | 0 | 0 | 0 | 0 | 22 | 86 |
| 13:30 | 3 | 10 | 0 | 13 | 0 | | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 6 | _ | 127 | | 0 | 0 | 0 | 1 | 15 | 81 |
| 13:45 | 6 | 8 | 0 | | 0 | | 0 | 18 | 0 | 0 | | 0 | 0 | 0 | 5 | 5 | 37 | 142 | | 0 | 0 | 0 | 0 | 29 | 91 |
| 14:00 | 6 | 15 | 0 | | 0 | | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 36 | 134 | * | 0 | 0 | 0 | 0 | 21 | 87 |
| 14:15 | 6 | 15 | 0 | | 0 | | 1 | 14 | 0 | 0 | 1 | 1 | 1 | 0 | 15 | 16 | | 151 | * | 0 | 0 | 0 | 1 | 35 | 100 |
| 14:30 | 2 | 14 | 0 | - | 0 | | 0 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 11 | 45 | 170 | * | 0 | 0 | 0 | 4 | 31 | 116 |
| 14:45 | 2 | 23 | 0 | 25 | 0 | 16 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 53 | 186 | + | 0 | 0 | 0 | 0 | 34 | 121 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | _ | |
| Total | 49 | 148 | 1 | 198 | 0 | | 5 | 148 | 2 | 1 | 1 | 4 | 3 | 1 | 78 | 82 | 432 | | | 0 | 0 | 0 | 12 | | 278 |
| Avg Hr | 16 | 49 | 0 | 66 | 0 | 48 | 2 | 49 | 1 | 0 | 0 | 1 | 1 | 0 | 26 | 27 | 144 | | | 0 | 0 | 0 | 4 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | | | | | | | | | | | | | | | | _ | | | | | | |
| Pk Hr | 16 | 67 | 0 | | 0 | | 3 | 56 | 1 | 0 | | 2 | 2 | 0 | 43 | 45 | | * | | 0 | 0 | 0 | 5 | L | 116 |
| 15x4 | 24 | 92 | 0 | | 0 | | 4 | 68 | 4 | 0 | • | 4 | 4 | 0 | 60 | 64 | 212 | + | | 0 | 0 | 0 | 16 | | 160 |
| PHF | 0.67 | 0.73 | n/a | 0.83 | n/a | 0.78 | 0.75 | 0.82 | 0.25 | n/a | 0.25 | 0.50 | 0.50 | n/a | 0.72 | 0.70 | 0.88 | | | n/a | n/a | n/a | 0.31 | | 0.73 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | _ | | | | | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 16 | 67 | 0 | | 0 | | 3 | 56 | 1 | 0 | | 2 | 2 | 0 | | | | * | | 0 | 0 | 0 | 5 | Ļ | 116 |
| 15x4 | 24 | 92 | 0 | | 0 | | 4 | 68 | 4 | 0 | | 4 | 4 | 0 | 60 | 64 | 212 | + | | 0 | 0 | 0 | 16 | | 160 |
| PHF | 0.67 | 0.73 | n/a | 0.83 | n/a | 0.78 | 0.75 | 0.82 | 0.25 | n/a | 0.25 | 0.50 | 0.50 | n/a | 0.72 | 0.70 | 0.88 | | | n/a | n/a | n/a | 0.31 | L | 0.73 |

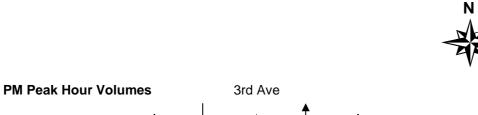
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **

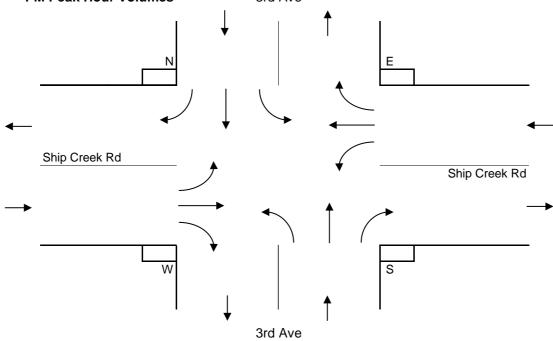




PM Peak Period Regular Vehicles

| Time | | | Ave | | | | Ave | | | hip Cı | | | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|---------|--------|------|--------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|-------|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | (| | walks | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Total | | | | | | | | | | | | | | | | | | | ſ | | | | | 1 [| 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | ı | | | | | 1 ' | |
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| Peak h | our o | f the | inters | sectio | n | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | |] [| 0 |
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| PHF | | | | | | | | | | | | | | | | | | | ı | | | | | 1 1 | n/a |
| | | | | | | | | | | | | | | | | | | I | ı | | | | | . I | |
| Peak h | our o | f con | flictin | ıg vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
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| 15x4 | | | | | | | | | | | | | | | | | | + | ľ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | ļ | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | I | L | | | | | | |





Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | eek R | ld. | | |
|--------|------|---------------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | ORTH Approach | | | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ıch | Total | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | 130 | 299 | 5 | 434 | 0 | 339 | 7 | 346 | 6 | 1 | 1 | 8 | 4 | 1 | 145 | 150 | 938 | |
| Avg Hr | 16 | 37 | 1 | 54 | 0 | 42 | 1 | 43 | 1 | 0 | 0 | 1 | 1 | 0 | 18 | 19 | 117 | |

| (| Cross | walks | 3 |
|---|-------|-------|----|
| Ν | S | W | Е |
| 0 | 0 | 0 | 20 |
| 0 | 0 | 0 | 3 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cr | eek R | ld | | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Period | 81 | 151 | 4 | 236 | 0 | 196 | 2 | 198 | 4 | 0 | 0 | 4 | 1 | 0 | 67 | 68 | 506 | |
| Avg Hr | 16 | 30 | 1 | 47 | 0 | 39 | 0 | 40 | 1 | 0 | 0 | 1 | 0 | 0 | 13 | 14 | 101 | |

| (| Cross | walks | S |
|---|-------|-------|---|
| N | S | W | Е |
| 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 2 |

MD Peak Period 3 Hours

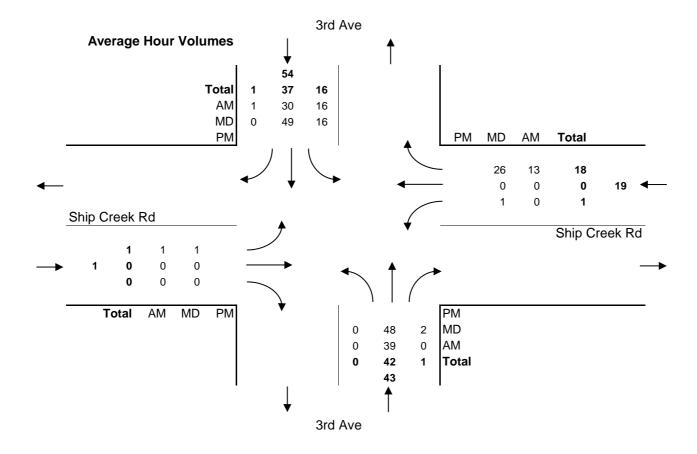
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | reek R | ₹d | |
|--------|------|----------------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | NORTH Approach | | | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 49 | 148 | 1 | 198 | 0 | 143 | 5 | 148 | 2 | 1 | 1 | 4 | 3 | 1 | 78 | 82 | 432 |
| Avg Hr | 16 | 49 | 0 | 66 | 0 | 48 | 2 | 49 | 1 | 0 | 0 | 1 | 1 | 0 | 26 | 27 | 144 |

| (| Cross | walks | 3 |
|---|-------|-------|----|
| N | S | W | Ш |
| 0 | 0 | 0 | 12 |
| 0 | 0 | 0 | 4 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ₹d | | |
|--------|------|----------------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NO | NORTH Approach | | | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| (| Cross | walks | 3 |
|---|-------|-------|---|
| N | S | W | Е |
| | | | |
| | | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Buses

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:

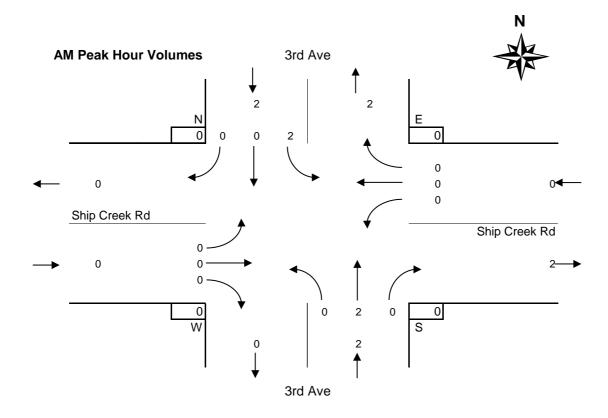


Survey Data Buses

| Time | | 3rd | | | | 3rd | | | | | reek R | | | | reek F | | | | | | | | |
|----------------|-----------|-----------|-------|---|-----------|-----------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|--------|---|--------------------|--------|------|-------------------|-------------------|---------------|----------|
| Period | | | Appro | | | | Appro | | | | Approa | | | | pproa | | Total V | olume | Peak | | | 107 | _ |
| Begins 7:00 | Left 0 | Thru 0 |) | | Left 0 | Thru 0 | Right 0 | Total 0 | Left 0 | Thru 0 | Right 0 | Total 0 | Left 0 | Thru 0 | | | 15-min 0 | Hour | П | N | S 0 | W 0 | E 0 |
| 7:00 | 1 | 0 | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | | | _ | 2 | | Н | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | | H | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | | | | 2 | 6 | | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 1 | 5 | | 0 | 0 | 0 | 0 |
| 8:30 8:45 | 0 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 | | | | 0 | 5 5 | | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 3 | _ | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | | 0 | 0 | 0 | 0 |
| 9:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | * | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | - | 0 | 0 | 0 | 0 |
| 10:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | | | | 2 | 4 | - | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | | 0 | 0 | | | | 0 | 2 | + | 0 | 0 | 0 | 0 |
| 10:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | | | | 2 | 4 | H | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | H | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | | 0 | 0 | 0 | 0 |
| 11:30 | 1 | 0 | | | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | | | | 2 | 4 | | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | Ш | 0 | 0 | 0 | |
| Total | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | | | 0 | 0 | 0 | 0 |
| 12:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | П | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 1 | | Ħ | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | _ | 0 | 3 | Ш | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 1 | Н | 0 | 0 | 0 | 0 |
| 13:15 13:30 | 0 1 | 0 | 0 | | 0 | 0 1 | 0 | 0 | 0 0 | 0 | | 0 | 0 | | | | 0 | 0 | | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | | 0 | 0 | 0 | 0 |
| 14:00 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 1 | 3 | | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | 0 | 2 | | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | + | 0 | 0 | 0 | 0 |
| n/a n/a | | | | | | | | | | | | | | | | | | | Н | \dashv | \dashv | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| Total | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | ı | | | | П | —т | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | \dashv | $\overline{}$ | |
| n/a | | | | | | | | | | | | | | | | | | | П | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | Н | \longrightarrow | \longrightarrow | | <u> </u> |
| n/a n/a | | | | | | | | | | | | | | | | | | | H | \longrightarrow | \longrightarrow | | |
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| n/a | | | | | | | | | | | | | | | | | | | П | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ц | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Н | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |



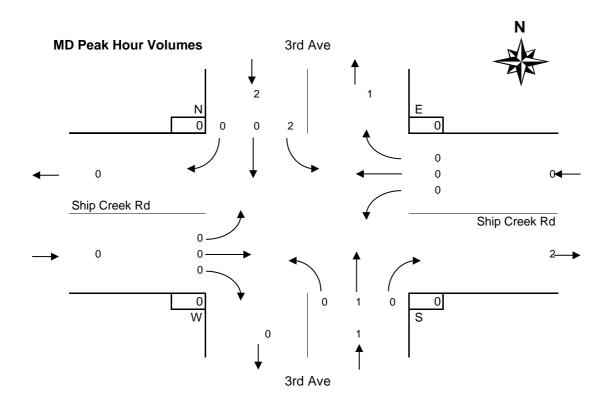
| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip C | reek R | .d | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|---------|--------|-------|------|--------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | | 0 | 0 | 0 | 0 | 2 | 4 |
| 8:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 6 |
| 8:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | | 0 | 0 | 0 | 0 | 1 | 5 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | * | 0 | 0 | 0 | 0 | 2 | 4 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | * | 0 | 0 | 0 | 0 | 2 | 4 |
| 10:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 4 | + | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:30 | 0 | 0 | 0 | | | 0 | | 0 | | | | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:45 | 1 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | | 0 | | 0 | 0 | 0 | 2 | 4 | | 0 | 0 | 0 | 0 | 2 | 4 |
| 11:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 1 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | | 0 | | 0 | 0 | 0 | 2 | 4 | | 0 | 0 | 0 | 0 | 2 | 4 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | | | Ī | | | | | | _ | |
| Total | 7 | 1 | 0 | 8 | | 9 | 0 | 9 | 0 | | | 0 | 0 | 0 | 0 | 0 | 17 | | | 0 | 0 | 0 | 0 | | 16 |
| Avg Hr | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | 0 | 0 | 0 | 0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the i | nters | ectio | n | | | | | | | | | | | | | Ī | | | | | | _ | |
| Pk Hr | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | | | 0 | 0 | 0 | 0 | 0 | 4 | * | Į | 0 | 0 | 0 | 0 | | 4 |
| 15x4 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | + | Į | 0 | 0 | 0 | 0 | | 8 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.50 | n/a | 0.50 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.50 | | Į | n/a | n/a | n/a | n/a | | 0.50 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f conf | lictin | g vol | umes | for th | e inte | rsect | ion | | | | | | - | | | • | | | | | | _ | |
| Pk Hr | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | | | | | 0 | 0 | 0 | 4 | * | | 0 | 0 | 0 | 0 | | 4 |
| 15x4 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | + | ļ | 0 | 0 | 0 | 0 | | 8 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.50 | n/a | 0.50 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.50 | | Į | n/a | n/a | n/a | n/a | | 0.50 |





| Time | | 3rd | Ave | | | 3rd | | | S | hip C | reek R | d | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|---------|--------|--------|----------|--------|--------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH A | Approa | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | EA | AST A | pproa | ıch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 12:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 2 | 2 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | * | 0 | 0 | 0 | 0 | 1 | 3 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | * | 0 | 0 | 0 | 0 | 1 | 4 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | + | 0 | 0 | 0 | 0 | 1 | 3 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | _ | | | | | | | | | | | | | | | | | | | _ | |
| Total | 5 | | 0 | 5 | 0 | 3 | 0 | 3 | | 0 | | | | 0 | 0 | | 8 | | | 0 | 0 | 0 | 0 | | 8 |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | 0 | 0 | 0 | 0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the i | nters | ection | <u> </u> | | | | | | | | | | | | | | | | | | | - | |
| Pk Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | | | | | 0 | 0 | 0 | 3 | * | | 0 | 0 | 0 | 0 | | 3 |
| 15x4 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | + | | 0 | 0 | 0 | 0 | | 8 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.75 | | | n/a | n/a | n/a | n/a | | 0.38 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | f conf | lictin | g volu | ımes | for th | e inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | | | 0 | 0 | 0 | 0 | 0 | 3 | * | | 0 | 0 | 0 | 0 | | 3 |
| 15x4 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | + | | 0 | 0 | 0 | 0 | | 8 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.75 | | | n/a | n/a | n/a | n/a | | 0.38 |

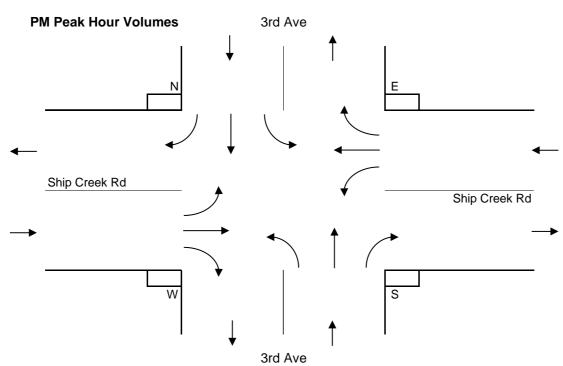
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period Buses

| Time | | | Ave | | | | Ave | | | | reek F | | | hip Cr | eek R | ld. | | | | | | | | | |
|--------|-------|--------|---------|-------|------|--------|---------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|----------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total V | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | f tha | intoro | | _ | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | our o | n the | Inters | l | 11 | | | | | | | | | | | | | * | ı | | | | | 1 [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | + | | | | | | | 0 n/a |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| Peak h | our o | of con | flictin | a vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | ļ | | | | | , I | .,, 4 |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld. | S | hip Cr | eek R | ld. | | |
|--------|------|-------|--------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH / | Approa | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ıch | Total | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | 12 | 1 | 0 | 13 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ₹d | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|---|--------|--------|-------|--------|
| | NO | RTH | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | | | Total | Volume |
| Period | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Avg Hr | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| N | S | W | ш |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

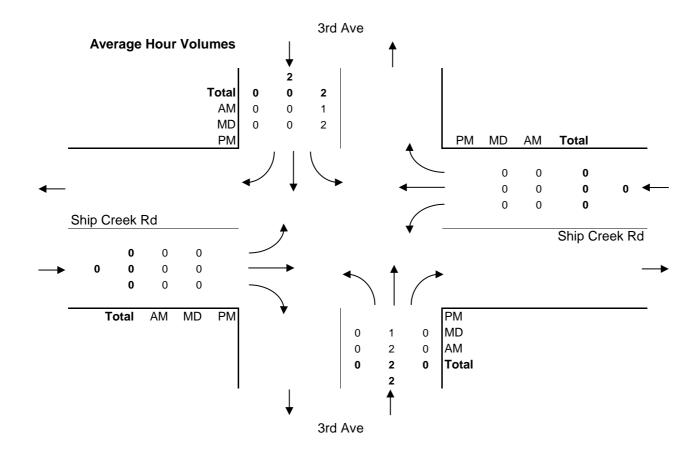
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | eek R | ₹d | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|----------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NORTH Approach | | | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |





Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg
Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Articulated Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



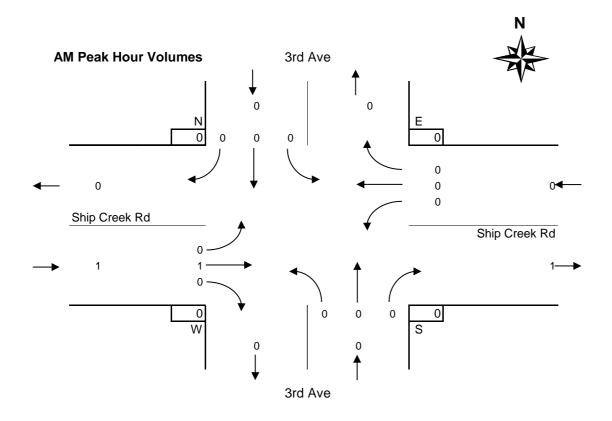
Survey Data Articulated Trucks

| Period Port Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | d | S | hip Cı | eek R | Rd | | | | | | | |
|---|--------|----|-------|-----|-----|---|-----|-----|-----|---|--------|-------|-----|---|--------|-------|-------|---------|-------|----------|---|---|-------------------|---------------|
| 7.90 | Period | NO | RTH / | | ach | | UTH | | ach | W | EST A | | ach | E | AST A | | | Total V | olume | ak | | | | |
| 7.15 | Begins | | | | | | | | | | | | | | | Right | Total | 15-min | Hour | Pe | | | | Е |
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| 10.48 | | | | | | | | | | | | | _ | | | | | | • | - | | | | |
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| 12:15 | 12:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 |
| 12:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 12:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | 0 | 0 | 2 | | | 0 | 0 | 0 | 0 |
| 13:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 12:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | | П | 0 | 0 | 0 | 0 |
| 13:15 0 0 0 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 0 | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | | 0 | 0 | 0 | 0 |
| 13:30 | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | 0 | 0 | 0 | 0 |
| 13:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | | 0 | 0 | 0 | 0 |
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| 14:15 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | | 0 |
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| Total Total | | | | | | | | | | | | | | | | | | | | | | | | |
| | Total | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Articulated Trucks

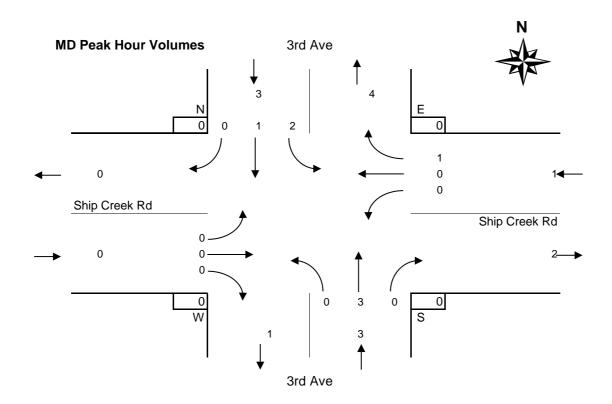
| Time | | 3rd | Ave | | | 3rd / | Ave | | S | hip C | reek R | ld. | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|---------|---------|-------|------|--------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | pproa | ach | W | EST / | Approa | ach | E/ | AST A | pproa | ch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 7:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 1 | 3 | | 0 | 0 | | 0 | 1 | 3 |
| 8:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 1 | 0 | 1 | 1 | 3 | | 0 | 0 | 0 | 0 | 1 | 3 |
| 8:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 9:00 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | | | 0 | | 0 | 0 | 0 | 1 | 3 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 9:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 1 | 4 | | 0 | 0 | 0 | 0 | 1 | 3 |
| 9:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 4 | | 0 | 0 | | 0 | 0 | 3 |
| 9:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | _ | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | _ | 1 | 0 | 0 | 0 | 0 | 1 | 2 | * | 0 | 0 | | 0 | 1 | 2 |
| 10:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | + | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 | 1 | 1 | 0 | | | 0 | 0 | 0 | 0 | | Ū | 1 | 0 | 0 | 0 | 0 | 3 | 4 | | 0 | 0 | - | 0 | 2 | 3 |
| 10:45 | 0 | 0 | 0 | | | 1 | 0 | 1 | 0 | | | 0 | | 0 | 0 | 0 | 1 | 5 | | 0 | 0 | | 0 | 1 | 4 |
| 11:00 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | 1 | 5 | | 0 | 0 | 0 | 0 | 1 | 4 |
| 11:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | | 0 | 0 | 0 | 0 | 2 | 3 |
| Total | 2 | 2 | 1 | 5 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 3 | 1 | 4 | 16 | | ſ | n | 0 | n | 0 | Г | 9 |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | • | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | | | 0 | 0 | 0 | 0 | L | |
| | • | | | | | | • | | • | | | | | | • | | • | | | • | | | | | |
| Peak h | | f the i | nters | ectio | | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | 0 | | | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | * | L | 0 | 0 | | 0 | ļ | 1 |
| 15x4 | 0 | 0 | 0 | _ | _ | _ | 0 | 0 | 0 | | _ | 4 | 0 | 0 | 0 | 0 | 4 | + | Ļ | 0 | 0 | 0 | 0 | L | 4 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | 0.25 | | | n/a | n/a | n/a | n/a | | 0.25 |
| Peak h | our o | f conf | flictin | a vol | umes | for th | e inte | rsect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | 0 | | | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | * | | 0 | 0 | 0 | 0 | ſ | 1 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | + | ľ | 0 | 0 | 0 | 0 | İ | 4 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | 0.25 | | ľ | n/a | n/a | n/a | n/a | İ | 0.25 |
| | | | | | | | | | | | | | | | | | | | L | | | | | | |



MD Peak Period Articulated Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip C | reek R | ld | S | hip Cr | eek R | ₹d | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|--------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|----------|--------|
| Period | NO | RTH / | Appro | ach | SO | UTH / | Approa | ach | W | EST / | Approa | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 12:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 12:30 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 1 | 3 | | | 0 | 0 | 0 | 0 | 2 | |
| 12:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 1 | 7 | | 0 | 0 | 0 | 0 | 1 | 6 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 6 | | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:15 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 1 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 13:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 3 | | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 1 | 3 | * | 0 | 0 | 0 | 0 | 1 | 3 |
| 14:15 | 1 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | - | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 14:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | * | 0 | 0 | 0 | 0 | 3 | 5 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | + | 0 | 0 | 0 | 0 | 2 | 7 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | <u> </u> | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | • | _ | | | | | | |
| Total | 3 | 3 | 0 | 6 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 | 16 | | | 0 | 0 | 0 | 0 | ı L | 11 |
| Avg Hr | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | | | 0 | 0 | 0 | 0 | i | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | ectio | n | | | | | | | | | | | | | Ī | | | | | | | |
| Pk Hr | 2 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | | | 0 | 0 | 0 | 1 | 1 | 7 | * | | 0 | 0 | 0 | 0 | ı . | 6 |
| 15x4 | 4 | 4 | 0 | 4 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 12 | + | L | 0 | 0 | 0 | 0 | ı L | 16 |
| PHF | 0.50 | 0.25 | n/a | 0.75 | n/a | 0.38 | n/a | 0.38 | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | 0.25 | 0.58 | | | n/a | n/a | n/a | n/a | j [| 0.38 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f con | flictin | g volu | umes | for th | e inte | ersect | ion | | | | | | | | | • | _ | | | | | | |
| Pk Hr | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | | | 0 | | | 1 | 1 | 7 | * | | 0 | 0 | 0 | 0 | | 6 |
| 15x4 | 4 | 4 | 0 | 4 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 12 | + | | 0 | 0 | 0 | 0 | | 16 |
| PHF | 0.50 | 0.25 | n/a | 0.75 | n/a | 0.38 | n/a | 0.38 | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | 0.25 | 0.58 | | L | n/a | n/a | n/a | n/a | i L | 0.38 |

^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **

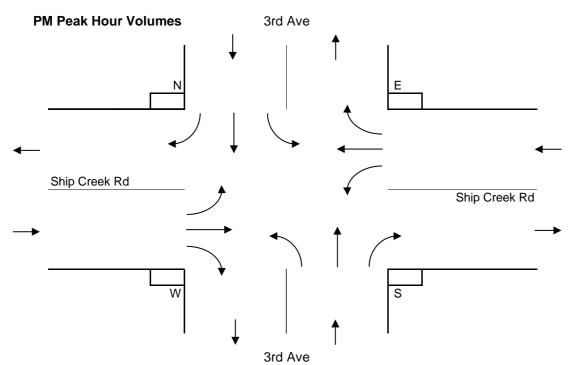




PM Peak Period Articulated Trucks

| Time | | | Ave | | | | Ave | | | hip C | | | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|---------|--------|------|-------|-------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Appro | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | ĺ | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | ĺ | | | | | _ | |
| | | | | | | | | | | | | | | | | | | • | • | | | | | | |
| Peak h | our o | f the | inters | sectio | n | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | ĺ | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | ĺ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | Ī | | | | | Ī | n/a |
| | | | | | | | | | | | | | | | | | | • | | | | | | | |
| Peak h | our o | f con | flictin | ıg vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | İ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | Ì | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | ı | ŗ | | | | | | |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | reek R | ₹d | | _ | |
|--------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|---|--|
| | NO | RTH | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | Approa | ach | Total | | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | |
| Total | 5 | 5 | 1 | 11 | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 6 | 0 | 3 | 4 | 7 | 32 | 1 | |
| Avg Hr | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 1 | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ğ | S | hip Cr | eek R | d | | |
|--------|------|-------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH / | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Period | 2 | 2 | 1 | 5 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 4 | 16 | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

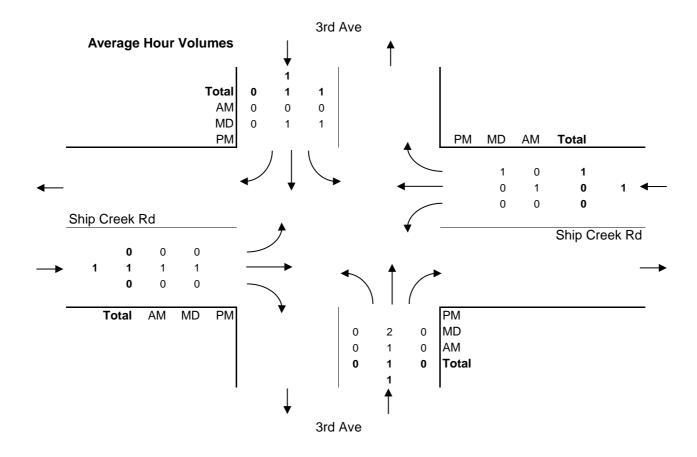
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | eek R | ₹d | |
|--------|----------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|
| | NORTH Approach | | | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 3 | 3 | 0 | 6 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 | 16 |
| Avg Hr | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 5 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ₹d | | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Cube Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



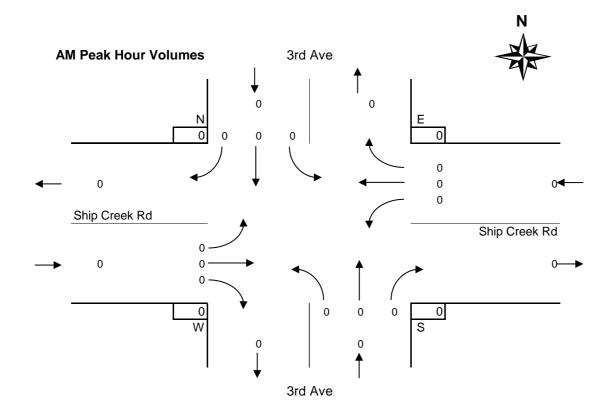
Survey Data Cube Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | ld | S | hip Cr | eek F | Rd | | | | | | | |
|--------------|------|-------|-------|-------|------|------|-------|-------|------|--------|--------|-------|------|--------|-------|----|-------------------|-------|----------|----|----|-------------------|---------------|
| Period | NO | RTH / | | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | | | Total V 15-min | olume | ak | | | | |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | | | Hour | Pe | N | S | W | Е |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | Ш | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | Н | 0 | 0 | 0 | 0 |
| 7:45 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 2 | 2 | H | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 2 | - | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 1 | \prod | 0 | 0 | 0 | 0 |
| 11:15 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 2 | Ц | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 2 | Ц | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | Ц | 0 | 0 | 0 | 0 |
| Total | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | | | 0 | 0 | 0 | 0 |
| 12:00 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | ^ | 0 | | П | اه | ام | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | Н | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 13:15 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 1 | H | 0 | 0 | 0 | 0 |
| 13:45 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 1 | | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | * | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 4 | * | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | + | 0 | 0 | 0 | 0 |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | |
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| Total | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | | | 0 | 0 | 0 | 0 |
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| n/a n/a | | | | | | | | | | | | | | | | | | | H | | | \longrightarrow | $\overline{}$ |
| n/a n/a | | | | | | | | | | | | | | | | | | | Н | | | \longrightarrow | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | \rightarrow | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | \longrightarrow | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | \dashv | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | \rightarrow | \dashv |
| Total | | | | | | | | | | | | | | | | | | | H | | | | |
| , | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Cube Trucks

| Time | | 3rd | Ave | | | 3rd / | Ave | | S | hip C | reek R | .d | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|---------|---------|--------|------|--------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-------|------|------|------|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | EA | AST A | pproa | ıch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | _ | _ | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | | _ | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | | • | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | _ | _ | 0 | | 0 | 1 | 1 | 2 | 2 | | 0 | 0 | 0 | 0 | 2 | 2 |
| 9:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:30 | 0 | 0 | 0 | | _ | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 2 | * | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | · | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | _ | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | _ | _ | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 11:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | | 2 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 1 | 0 | 3 | 0 | ٥ | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | 0 | 1 | 1 | 1 | | Г | ٥ | 0 | ٥ | 0 | Г | 3 |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 1 | | ŀ | 0 | 0 | 0 | 0 | L | 3 |
| | | | | | | | | | | | | | | | | | | | _ | - | | | | | |
| Peak h | our o | f the i | nters | ectio | n | | | | | | | | | | | | | | - | | | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | * | L | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | + | L | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |
| Peak h | our o | f conf | flictin | a voli | umes | for th | e inte | rsect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | ſ | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | + | l | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | n/a | n/a | n/a | n/a | n/a | - | ŀ | n/a | n/a | n/a | n/a | | n/a |
| | 11,α | 11,4 | 11,α | ,α | 11,α | 1,,4 | 11,4 | ι., α | 1,,α | 11,4 | 11,α | .,,α | .,,α | 1,,α | 11,α | ,α | 11/4 | | L | 1,, 4 | 11,4 | 11/4 | 11,4 | | 11/4 |

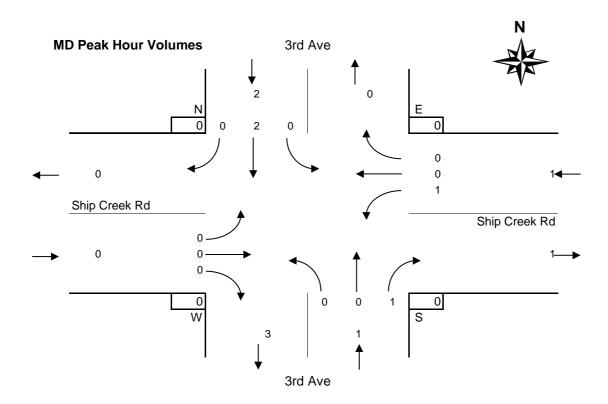




MD Peak Period Cube Trucks

| Time | | 3rd | Ave | | | 3rd | | | S | hip C | reek R | d | S | hip Cr | eek R | ld | | | | | | | | | |
|---------------|------|-------|--------|--------|------|-------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|-------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ach | W | EST / | Approa | ach | E | AST A | pproa | ıch | Total V 15-min | olume | ak | | | | | Cor | flict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 1 | 1 |
| 13:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | * | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 2 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 3 | _ | 0 | 0 | 0 | 0 | 2 | 3 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 2 | 4 | * | 0 | 0 | 0 | 0 | 2 | 4 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | + | 0 | 0 | 0 | 0 | 0 | 4 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | - | |
| Total | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | | | 0 | | 0 | | | 5 | | | 0 | 0 | 0 | 0 | | 3 |
| Avg Hr | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | 0 | 0 | 0 | 0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | inters | ection | | | | | | | | | | | | | | | | | | | | - | |
| Pk Hr | 0 | | 0 | | 0 | | | 1 | 0 | | | | | 0 | | | 4 | * | | 0 | 0 | 0 | 0 | | 3 |
| 15x4 | 0 | 8 | 0 | 8 | 0 | 0 | | 4 | 0 | Ŭ | _ | 0 | | 0 | 0 | • | 8 | + | | 0 | 0 | 0 | 0 | | 12 |
| PHF | n/a | 0.25 | n/a | 0.25 | n/a | n/a | 0.25 | 0.25 | n/a | n/a | n/a | n/a | 0.25 | n/a | n/a | 0.25 | 0.50 | | | n/a | n/a | n/a | n/a | | 0.25 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | f con | | _ | | | | rsect | | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | | | 0 | _ | 0 | | 1 | 4 | * | | 0 | 0 | 0 | 0 | | 3 |
| 15x4 | 0 | 8 | 0 | 8 | 0 | 0 | 4 | 4 | 0 | 0 | | 0 | | 0 | 0 | 4 | 8 | + | | 0 | 0 | 0 | 0 | | 12 |
| PHF | n/a | 0.25 | n/a | 0.25 | n/a | n/a | 0.25 | 0.25 | n/a | n/a | n/a | n/a | 0.25 | n/a | n/a | 0.25 | 0.50 | | | n/a | n/a | n/a | n/a | | 0.25 |

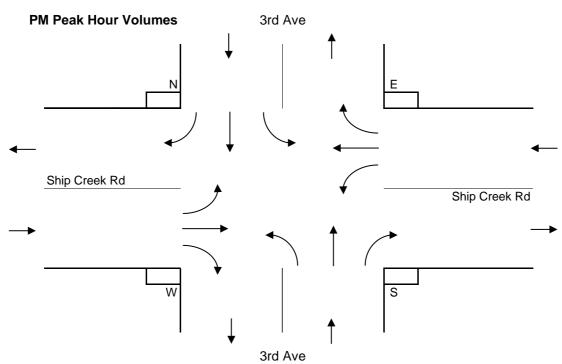
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period Cube Trucks

| Time | | | Ave | | | | Ave | | | | reek F | | | hip Cı | | | | | | | | | | | |
|--------|-------|-------|---------|--------|------|--------|---------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH. | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V | olume | ak | | | | | Cor | nflict |
| Begins | | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | • | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | ectio | n | | | | | | | | | | | | • | 1 | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | _ | | _ | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | t con | tlictin | ıg vol | umes | tor th | ne inte | ersect | ion | | 1 | | | | | | | 1 | , | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | | | | | | | |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek F | ₹d | S | hip Cı | reek R | ₹d | | _ | |
|--------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|---|---|
| | NO | RTH | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | Approa | ach | Total | | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | |
| Total | 2 | 3 | 0 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 9 | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | Ī | Π |

| N | | S | W | Е |
|---|---|---|---|---|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek F | ₹d | S | hip Cı | reek R | ₹d | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

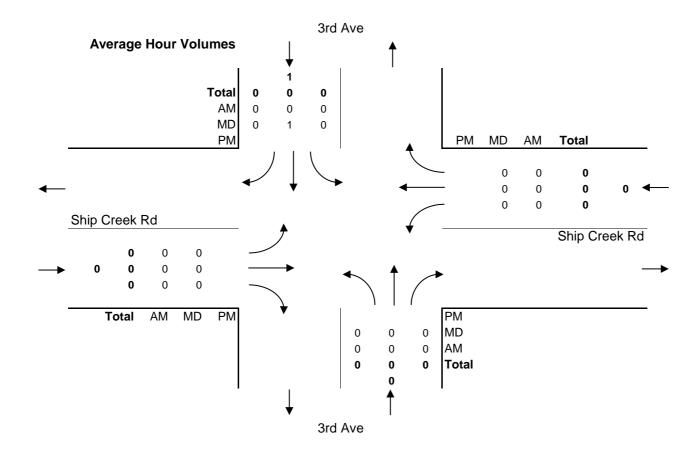
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | reek R | ₹d | |
|--------|----------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NORTH Approach | | | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| Avg Hr | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|-------------------------------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NORTH Approach Left Thru Right Tota | | | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |





Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Dump Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



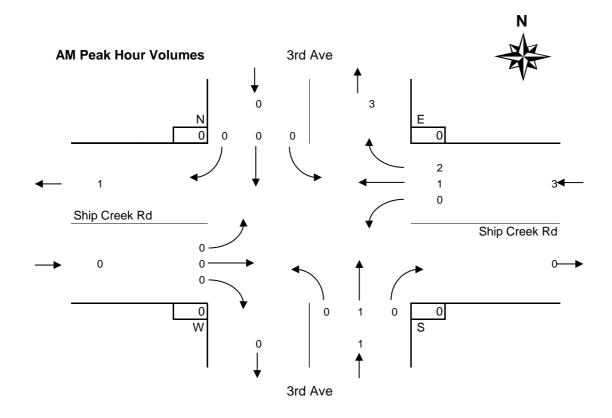
Survey Data Dump Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | d | S | hip Cr | eek R | Rd | | | | | | | |
|----------------|--------|-------|-------|--------|------|------|--------|-------|------|--------|--------|--------|------|--------|--------|----|-------------------|--------|----------|---|----------------|-------------------|----------|
| Period | NO | RTH / | | ach | | UTH | Approa | ach | W | EST A | \pproa | ich | E | AST A | pproa | | Total V 15-min | olume | ak | | | | |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | | | Hour | Pe | N | S | W | Е |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | Ш | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 1 | 1 | | H | 0 | 0 | 0 | 0 |
| 7:30 7:45 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 2 | | H | 0 | 0 | 0 | 0 |
| 8:00 | 1 0 | 0 | 0 | 1 0 | 0 | 0 | | 0 | 0 | 1 0 | 0 | 1 0 | 0 | 0 | 1 | | 3 | 6 7 | H | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | | 2 | 8 | | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 6 | - | 0 | 0 | 0 | 0 |
| 8:45 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | 2 | 5 | - | 0 | 0 | 0 | 0 |
| 9:00 | 2 | 0 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 7 | | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | * | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 5 | * | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | | 1 | 3 | - | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | | + | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 4 | 7 | Ц | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 6 | - | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 6 | - | 0 | 0 | 0 | 0 |
| 11:15 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 1 | | 0 | 5 2 | Н | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | H | 0 | 0 | 0 | 0 |
| Total | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 3 | | 3 | 0 | 4 | 10 | | _ | | H | 0 | 0 | 0 | 0 |
| _ , | J | | | | | | | | | | | | | | | | | | | v | | | U |
| 12:00 | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | | | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 | 2 | | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 3 | \vdash | 0 | 0 | 0 | 0 |
| 13:15 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 2 1 | | 1 | 4 5 | - | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 4 | \vdash | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 0 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 4 | 7 | - | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 7 | * | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | 1 | 7 | * | 0 | 0 | 0 | 0 |
| 14:45 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 11 | + | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Щ | | | | |
| n/a | - | 0 | | | | | | | | 0 | | | | 0 | 40 | 40 | 4= | | | - | | | |
| Total | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 17 | | | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | $\overline{}$ | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ц | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ц | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | H | | - | \longrightarrow | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | \dashv | |
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| n/a | | | | | | | | | | | | | | | | | | | Ц | | |] | |
| n/a | | | | | | | | | | | | | | | | | | | Ц | | ļ | | |
| n/a | | | | | | | | | | | | | | | | | | | Н | | | | \vdash |
| n/a Total | | | | | | | | | | | | | | | | | | | Н | | | | |
| rotal | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Dump Trucks

| Time | | 3rd / | Ave | | | 3rd | Ave | | S | hip Cı | reek R | d | S | hip Cr | eek R | ld. | | | | | | | | | |
|---------------|-------|--------|--------|--------|------|--------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|---------|-------|----|-----|-----|-----|-----|--------|-------|
| Period | NO | RTH A | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ich | E | AST A | pproa | ıch | Total V | olume | ak | | | | | Cor | flict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Ье | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 7:30 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 7:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 6 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 1 | 7 | | 0 | 0 | 0 | 0 | 1 | 6 |
| 8:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 2 | 2 | 8 | | 0 | 0 | 0 | 0 | 2 | 7 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 6 | | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 0 | | 0 | 0 | 2 | 5 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 9:00 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 1 | 1 | 3 | 7 | | 0 | 0 | 0 | 0 | 3 | 7 |
| 9:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | _ | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | | | 1 | 1 | 1 | 6 | _ | 0 | 0 | 0 | 0 | 1 | 6 |
| 9:45 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 0 | - | 0 | | _ | 0 | 0 | 1 | 5 | | 0 | 0 | 0 | 0 | 1 | 5 |
| 10:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 1 | 1 | 3 | * | 0 | 0 | 0 | 0 | 1 | 3 |
| 10:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 1 | 1 | 1 | • | + | 0 | 0 | 0 | 0 | 1 | 4 |
| 10:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 0 | | 2 | 3 | 4 | 7 | | 0 | 0 | 0 | 0 | 3 | 6 |
| 10:45 | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | - | | 0 | 0 | 0 | 6 | - | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 | 1 | 6 | | 0 | 0 | 0 | 0 | 1 | 5 |
| 11:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | | 1 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 6 | 0 | 0 | 6 | 0 | 1 | ٥ | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 10 | 14 | 24 | | П | 0 | 0 | 0 | 0 | Г | 21 |
| Avg Hr | 1 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 1 | 0 | 1 | 0 | | 2 | 3 | 5 | | f | 0 | 0 | 0 | 0 | | |
| | | · | | | | | • | | | | | | | | | | • | | - | - | | | | | |
| Peak h | | | nters | ectio | | | | | | | | | | | | | | | | | | | | _ | |
| Pk Hr | 0 | | 0 | 0 | | | 0 | 1 | 0 | 0 | | 0 | | | 2 | 3 | 4 | * | | 0 | 0 | 0 | 0 | - 1 | 4 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | | 0 | _ | | 4 | 4 | 4 | + | | 0 | 0 | 0 | 0 | - 1 | 12 |
| PHF | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | 0.25 | 0.50 | 0.75 | 1.00 | | | n/a | n/a | n/a | n/a | L | 0.33 |
| Peak h | our o | f conf | lictin | a voli | umes | for th | e inte | rsect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | * | Γ | 0 | 0 | 0 | 0 | Γ | 4 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | | 0 | | | 4 | 4 | 4 | + | | 0 | 0 | 0 | 0 | ı | 12 |
| PHF | n/a | n/a | n/a | n/a | | 0.25 | n/a | 0.25 | n/a | n/a | | n/a | | | 0.50 | 0.75 | 1.00 | | ľ | n/a | n/a | n/a | n/a | f | 0.33 |
| | | | | | | | | | | | | | | | | | | | L | | | | | | |

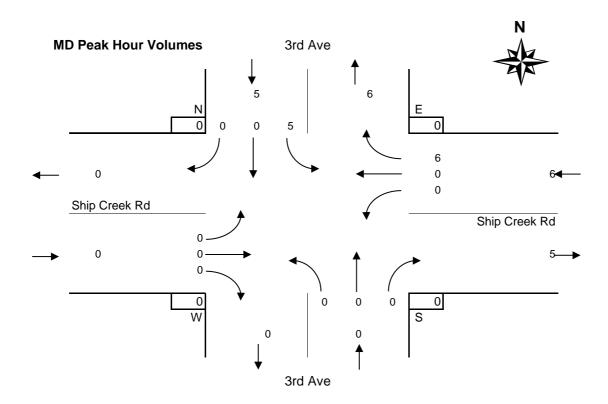




MD Peak Period Dump Trucks

| Time | | 3rd | | | | 3rd | Ave | | S | hip C | reek R | .d | S | hip Cr | eek R | ld | | | | | | | | | |
|---------------|-------|-------|--------|--------|------|-------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | | Approa | | E | AST A | pproa | ich | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | | 0 | 0 | 0 | 0 | 1 | 3 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | | 0 | 0 | 0 | 0 | 2 | 4 |
| 13:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | 1 | 1 | 1 | 5 | | 0 | 0 | 0 | 0 | 1 | 5 |
| 13:45 | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | 0 | 4 | | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 7 | * | 0 | 0 | 0 | 0 | 4 | 7 |
| 14:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 7 | * | 0 | 0 | 0 | 0 | 2 | 7 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 1 | 7 | * | 0 | 0 | 0 | 0 | 1 | 7 |
| 14:45 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 11 | + | 0 | 0 | 0 | 0 | 4 | 11 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | i | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | - | _ | | | | | | |
| Total | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 10 | 10 | 17 | | | 0 | 0 | 0 | 0 | i L | 17 |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | | | 0 | 0 | 0 | 0 | i | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | ection | 1 | | | | | | | | | | | | | 1 | | | _ | | | | |
| Pk Hr | 5 | 0 | 0 | 5 | 0 | | 0 | | | | | 0 | | 0 | 6 | 6 | | * | L | 0 | 0 | 0 | 0 | | 11 |
| 15x4 | 8 | 0 | | 8 | 0 | 0 | | 0 | | | | 0 | _ | 0 | | | 16 | + | | 0 | 0 | 0 | 0 | | 16 |
| PHF | 0.63 | n/a | n/a | 0.63 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.75 | 0.75 | 0.69 | | | n/a | n/a | n/a | n/a | ı L | 0.69 |
| | | | | | | _ | _ | | _ | | | | | | | | | | | | | | | | |
| Peak h | | | | | | | | | | | | | | | | | | Ī | | | | | | | - |
| Pk Hr | 5 | 0 | Ŭ | 5 | 0 | 0 | _ | 0 | | | | 0 | 0 | 0 | | | | * | | 0 | 0 | 0 | 0 | | 11 |
| 15x4 | 8 | 0 | | 8 | 0 | ~ | _ | 0 | | | _ | 0 | | | 8 | _ | 16 | + | | 0 | 0 | 0 | 0 | | 16 |
| PHF | 0.63 | n/a | n/a | 0.63 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.75 | 0.75 | 0.69 | | | n/a | n/a | n/a | n/a | ı L | 0.69 |

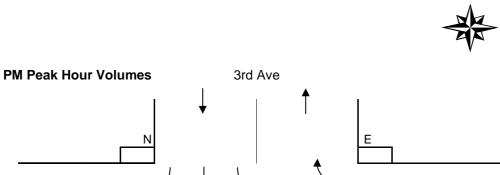
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **

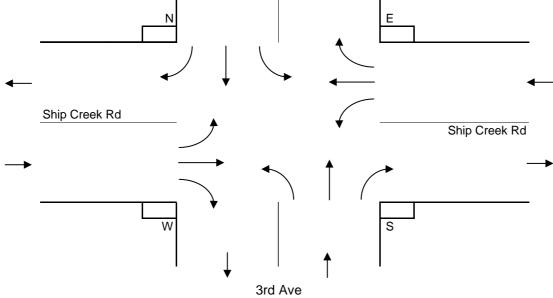




PM Peak Period Dump Trucks

| Time | | | Ave | | | | Ave | | | hip C | | | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|---------|--------|------|-------|-------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Appro | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | ĺ | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | ĺ | | | | | _ | |
| | | | | | | | | | | | | | | | | | | • | • | | | | | | |
| Peak h | our o | f the | inters | sectio | n | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | ĺ | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | ſ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | Ī | | | | | Ī | n/a |
| | | | | | | | | | | | | | | | | | | • | | | | | | | |
| Peak h | our o | f con | flictin | ıg vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | İ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | Ì | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | ı | ŗ | | | | | | |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek F | ₹d | S | hip Cı | eek R | ld | | _ | |
|--------|------|-------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|---|---|
| | NO | RTH / | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total | | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | ı | 1 |
| Total | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 20 | 24 | 41 | | |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 5 | | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek F | ₹d | S | hip Cı | reek R | ₹d | |
|--------|----------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NORTH Approach | | | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 10 | 14 | 24 |
| Avg Hr | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 5 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

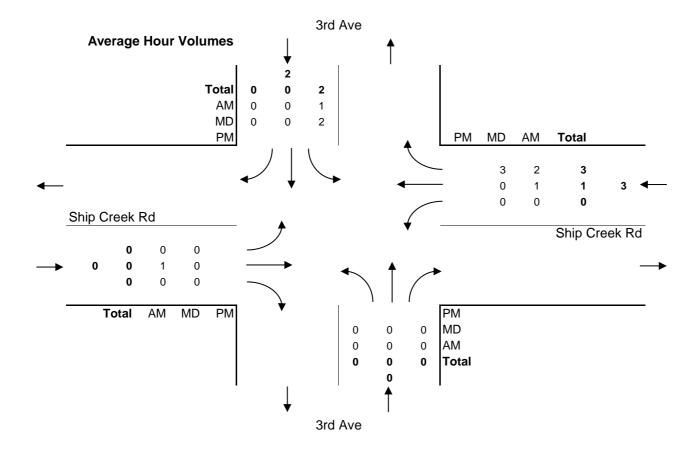
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | eek R | ld | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|---|--------|-------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | | | Total | Volume |
| Total | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 17 |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|------|----------------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | NORTH Approach | | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

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Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Emergency Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



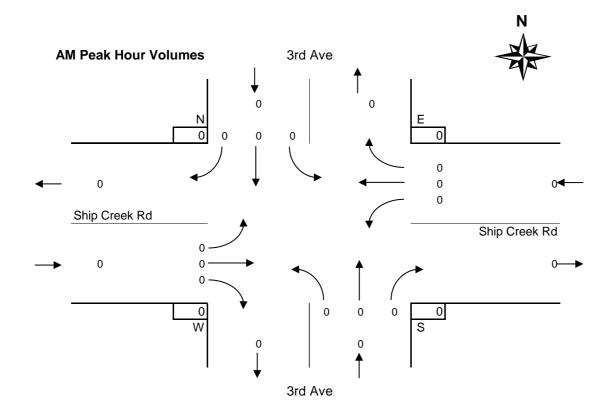
Survey Data Emergency Trucks

| Time | | 3rd | | | | | Ave | | | | eek R | | | | reek R | | | | | | | | |
|----------------|-----------|-----------|---------|---------|-----------|-----------|---------|----------------|-----------|-----------|---------|----------------|-----------|-----------|---------|---|--------------------|------|------|----------|----------|-------------------|-------------|
| Period | | | Appro | | | | Appro | | | | Approa | | | | pproa | | Total V | | Peak | NI I | <u> </u> | 147 | _ |
| Begins 7:00 | Left 0 | Thru 0 | Right 0 | Total 0 | Left 0 | Thru 0 | Right 0 | Total 0 | Left 0 | Thru 0 | Right 0 | Total 0 | Left 0 | Thru 0 | Right 0 | | 15-min 0 | Hour | Д | N | S 0 | W 0 | E 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | Н | 0 | 0 | 0 | 0 |
| 7:13 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | Ħ | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | _ | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | _ | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | _ | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 10:13 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | + | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | П | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | | H | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | _ | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | _ | 0 | 0 | 0 | 0 |
| 14:15 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | + | 0 | 0 | 0 | 0 |
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| n/a | | | | | | | | | | | | | | | | | | | П | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Emergency Trucks

| Time | | 3rd | Ave | | | 3rd / | Ave | | S | hip C | reek R | .d | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|-------|---------|---------|--------|------|--------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|----------|---------------|----|------|------|------|------|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | | ach | W | EST A | Approa | ach | EA | | pproa | | Total V | olume Hour | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | _ | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | | _ | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | | • | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | | <u> </u> | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | · | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | _ | 0 | 0 | | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | _ | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | | _ | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | ٥ | 0 | 0 | Λ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | Г | ٥ | 0 | 0 | 0 | Г | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | | 0 | | 0 | _ | | | 0 | 0 | 0 | 0 | L | U |
| wgin | o, | Ŭ, | 0 | • | U | o , | ٧ | | U | | ŭ | | J | | · · | • | 0 | ļ | | o j | U | • | U | | |
| Peak h | our o | f the i | nters | ectio | n | | | | | | | | | | | | | | _ | | | | | _ | |
| Pk Hr | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | * | | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |
| Peak h | our o | f conf | ilictin | a voli | umos | for th | o into | react | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | ſ | ٥ | 0 | 0 | 0 | ſ | 0 |
| 15x4 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | _ | ŀ | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | n/a | n/a | n/a | n/a | n/a | Τ | ŀ | n/a | n/a | n/a | n/a | | n/a |
| FIII | II/a | II/a | II/a | II/a | II/a | II/d | II/d | II/a | II/a | II/a | II/a | 11/a | 11/a | II/a | II/a | II/a | 11/a | | | II/d | TI/a | II/d | II/a | . L | II/d |

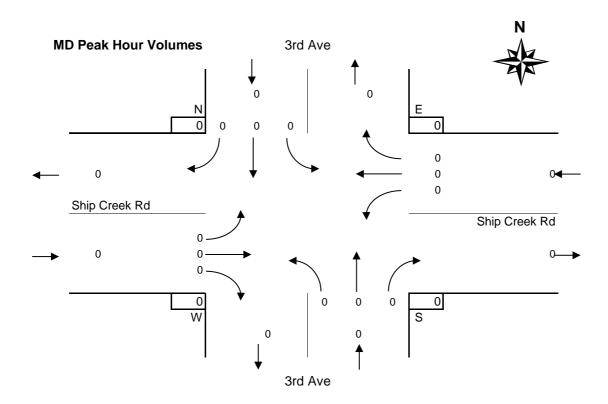




MD Peak Period Emergency Trucks

| Time | | 3rd | | | | 3rd | Ave | | S | hip C | reek R | d | S | hip Cr | eek R | ld | | | | | | | | | |
|--|-------|-------|---------|--------|------|--------|--------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH / | Approa | ach | SO | UTH A | Approa | ach | W | | Approa | | E | AST A | pproa | ich | Total V 15-min | olume | ak | | | | | Cor | ıflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
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| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | _ | |
| <u>, </u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | ection | 1 | | | | | | | | | | | | | - | | | | | | _ | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f con | flictin | g volu | ımes | for th | e inte | ersect | ion | | | | | | | | | ī | - | | | | | | |
| Pk Hr | 0 | 0 | v | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | * | L | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | + | L | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |

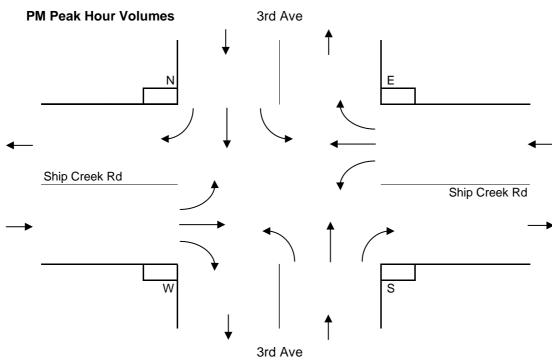
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period Emergency Trucks

| Time | | | Ave | | | | Ave | | | hip Cı | | | | hip Cı | reek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|---------|--------|------|--------|--------|-------|------|--------|--------|-------|-------------------|-------|----|---|---|---|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
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| Total | | | | | | | | | | | | | | | | | | | | | | | | i [| 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | i | • |
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| Peak h | our o | f the | inters | sectio | n | | | | | | | | | | | | | | _ | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | I | | | | | ı F | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | ſ | | | | | i F | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | ı F | n/a |
| | | | | | | | | | | | | | | | | | | | • | | | | | - | |
| Peak h | our o | f con | flictin | ıg vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | | | | | | _ | |







Entire Survey Period 8 Hours

| | | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | eek R | ld. | | _ | |
|---|-------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|---|---|
| | | NO | RTH | Appro | ach | SO | UTH A | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total | | |
| | | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | _ |
| T | otal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Α | vg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ld | |
|--------|------|-------|-------|-------|----------------|------|-------|-------|---------------|--------|-------|---------------|------|--------|--------|-------|--------|
| | NO | RTH / | Appro | ach | SOUTH Approach | | | | WEST Approach | | | EAST Approach | | | | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

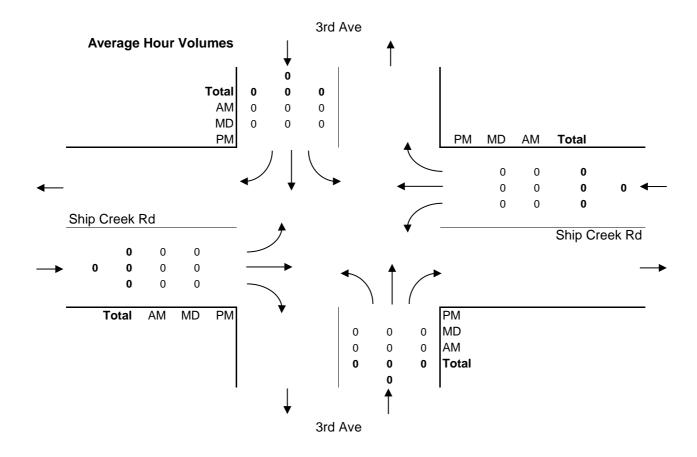
| | | 3rd | Ave | | 3rd Ave Ship Creek Rd | | | | | S | hip Cı | | | | | | |
|--------|------|-------|-------|-------|-----------------------|-------|--------|-------|---------------|------|--------|-------|---------------|------|-------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | WEST Approach | | | | EAST Approach | | | | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | 3rd Ave | | | | S | hip Cı | eek R | ₹d | S | hip Cı | | | | |
|--------|------|------|-------|-------|---------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

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Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Garbage Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



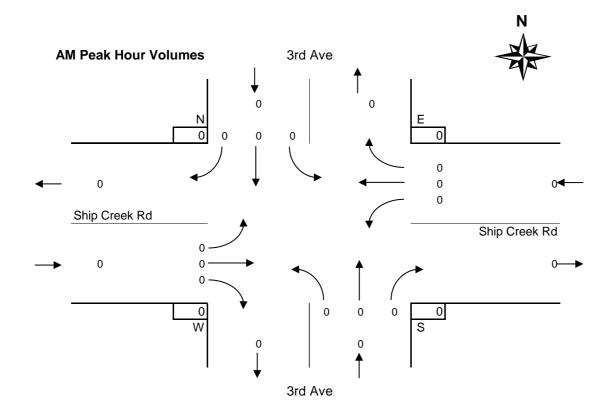
Survey Data Garbage Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | ld | S | hip Cr | eek R | Rd | | | | | | | |
|--------------|------|-------|-------|-------|------|------|-------|-------|------|--------|--------|-------|------|--------|-------|----|-------------------|-------|----------------------|----|----|-------------------|---------------|
| Period | NO | RTH / | | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | | | Total V 15-min | olume | ak | | | | |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | | | Hour | Pe | N | S | W | Е |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | Ш | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 7:45 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | - | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \prod | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | Ц | 0 | 0 | 0 | 0 |
| 11:30 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | 1 | Ц | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 1 | Ц | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 |
| 12:00 | ٥ | 0 | 0 | 0 | ٥ | 0 | ا م | ٥ | ٥ | 0 | ٥ | 0 | 0 | 0 | 0 | ^ | | | П | اه | ام | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | H | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | \vdash | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | H | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
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| n/a | | | | | | | | | | | | | | | | | | | H | | | \longrightarrow | |
| Total | | | | | | | | | | | | | | | | | | | H | | | | |
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AM Peak Period Garbage Trucks

| Time | | 3rd / | | | | 3rd | | | S | hip Cı | reek R | d | S | hip Cı | eek R | d | | | | | | | | | |
|---------------|-------|---------|--------|--------|------|-----------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|---------|-------|------|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH A | Approa | ach | SO | UTH A | pproa | ich | W | EST A | Approa | ich | E | AST A | pproa | ch | Total V | olume | Peak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | | | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | Ν | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | | | Ī | | | | | | | |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 1 | | | 0 | 0 | 0 | 0 | | 1 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | Į | 0 | 0 | 0 | 0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the i | nters | ectio | | | | | | | | | | | | | | Ī | ī | | | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | l . | | 0 | 0 | 0 | 0 | ļ | 0 |
| 15x4 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | + | | 0 | 0 | 0 | 0 | Ļ | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | L | n/a |
| Deel- l | | f f | ::-4! | a a !- | | £ a u 41- | a !mt- | 1 | | | | | | | | | | | | | | | | | |
| Peak h | | | | | | | | | | - | | | | - | | اء | | L | ſ | | اء | - 1 | - 1 | П | |
| Pk Hr | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | | 0 | 0 | | ŀ | 0 | 0 | 0 | 0 | ŀ | 0 |
| 15x4 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | + | ļ | 0 | 0 | 0 | 0 | ļ | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | L | n/a |

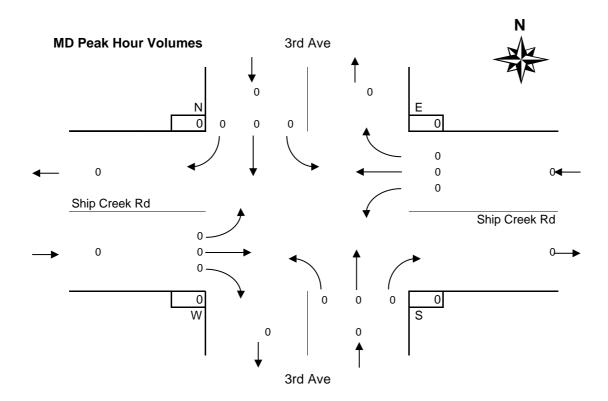




MD Peak Period Garbage Trucks

| Time | | 3rd | | | | 3rd | Ave | | S | hip C | reek R | d | S | hip Cr | eek R | ld | | | | | | | | | |
|--|-------|-------|---------|--------|------|--------|--------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH / | Approa | ach | SO | UTH A | Approa | ach | W | | Approa | | E | AST A | pproa | ich | Total V 15-min | olume | ak | | | | | Cor | ıflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | _ | |
| <u>, </u> | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f the | inters | ection | 1 | | | | | | | | | | | | | - | | | | | | _ | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f con | flictin | g volu | ımes | for th | e inte | ersect | ion | | | | | | | | | ī | - | | | | | | |
| Pk Hr | 0 | 0 | v | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | * | L | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | + | L | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | | n/a |

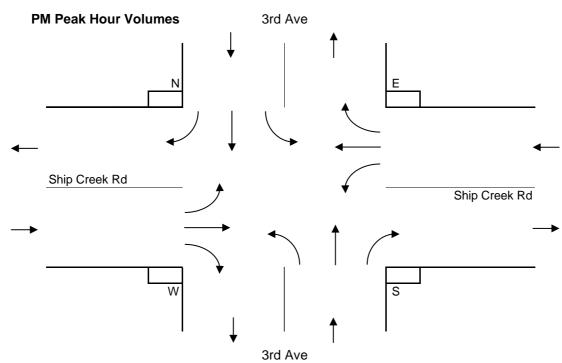
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period Garbage Trucks

| Time | | | Ave | | | | Ave | | | | reek F | | | hip Cı | | | | | | | | | | | |
|--------|-------|-------|---------|--------|------|--------|---------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH. | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V | olume | ak | | | | | Cor | nflict |
| Begins | | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Peak h | our o | f the | inters | ectio | n | | | | | | | | | | | | • | 1 | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | _ | | _ | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | t con | tlictin | ig vol | umes | tor th | ne inte | ersect | ion | | 1 | | | | | | | 1 | , | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | | | | | | | |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek F | ₹d | S | hip Cı | reek R | ₹d | | | |
|--------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|---|
| | NO | RTH | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | ſ |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek F | ₹d | S | hip Cı | reek R | ₹d | |
|--------|------|----------------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | NORTH Approach | | | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

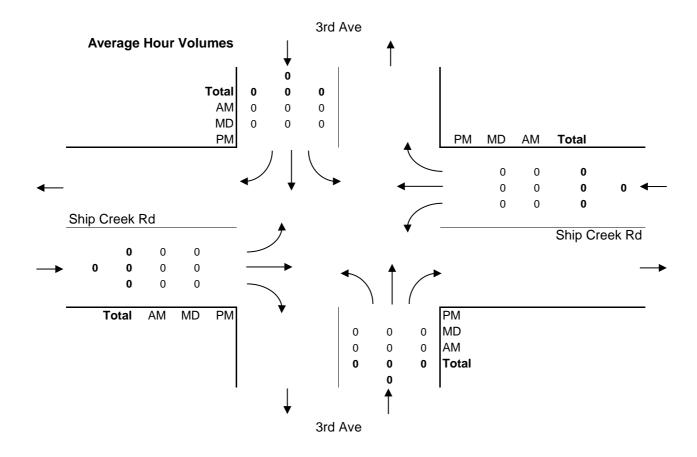
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | eek R | ₹d | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Logging Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



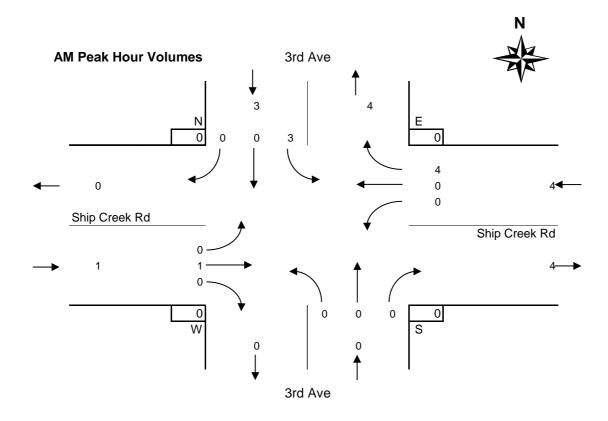
Survey Data Logging Trucks

| Period MORTH Approach SOUTH Approach SO | Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | ld | S | hip Cr | eek R | ld | | | | | | | |
|---|-------|----|-------|-----|-----|----|-----|-----|-----|------|--------|-------|-------|---|--------|-------|-------|---------|-------|--------------|---|---|-------------------|---------------|
| 7.00 | | NO | RTH / | | ach | SO | UTH | | ach | W | EST A | | ach | E | AST A | | | Total V | olume | ak | | | | |
| 7.15 | | | | | | | | Ť | | Left | | Right | Total | | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е |
| 7.30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | _ | | _ | | _ | _ | _ | | _ | | | | | | | · |
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| 8:00 | | | | | | | | | | | | | _ | | | | | | 0 | Н | | | | · |
| 8:15 | | | | | | | | | | | | | _ | | _ | | | | | H | | | | · |
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| 10.30 | | | | | | | | | | | | | _ | | | | | | | - | | | | |
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| 11:15 | | | | | | | | | | | | | _ | | | | | | _ | H | | | | |
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| 12:15 | Total | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 21 | 22 | 37 | | | 0 | 0 | 0 | 0 |
| 12:15 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:30 | | | | | | | | | | | | | | | | | | | | | | _ | | |
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| 13:15 | | | | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 2 | 6 | | 0 | 0 | | 0 |
| 13:30 | | 0 | | | | | | | | 0 | | | 0 | | 0 | | | 0 | 6 | | | 0 | | 0 |
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| n/a n/a | Total | 9 | U | U | 9 | U | U | U | U | U | U | U | U | U | 2 | 1 | 9 | 18 | | | U | U | U | U |
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| | Total | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Logging Trucks

| Time | | 3rd | Ave | | | 3rd / | Ave | | S | hip Cı | reek R | .d | S | hip Cr | eek R | ld | | | | | | | | | |
|---------------|--------|-------|---------|-------|------|--------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|-------------------|-------|----|------|------|------|------|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ıch | W | EST A | Approa | ach | EA | AST A | pproa | ıch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:15 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 1 | 3 | | | 0 | 0 | 0 | 0 | 3 | |
| 7:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 3 | 3 | 3 | | | 0 | 0 | 0 | 0 | 3 | |
| 7:45 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 2 | 2 | 3 | 9 | | 0 | 0 | 0 | 0 | 3 | 9 |
| 8:00 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 10 | | 0 | 0 | 0 | 0 | 1 | 10 |
| 8:15 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 3 | 10 | | 0 | 0 | 0 | 0 | 3 | 10 |
| 8:30 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 2 | 9 | | 0 | 0 | 0 | 0 | 2 | 9 |
| 8:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 1 | 7 | | 0 | 0 | 0 | 0 | 1 | 7 |
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| 9:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 6 |
| 9:30 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 2 | 6 | * | 0 | 0 | 0 | 0 | 2 | 6 |
| 9:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 1 | 0 | 0 | 0 | | 1 | 6 | * | 0 | 0 | 0 | 0 | 1 | 6 |
| 10:00 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 2 | 2 | 3 | 8 | * | 0 | 0 | 0 | 0 | 3 | 8 |
| 10:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 1 | 1 | 2 | 8 | + | 0 | 0 | 0 | 0 | 2 | 8 |
| 10:30 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 1 | 1 | 2 | 3 | 9 | | 0 | 0 | 0 | 0 | 3 | 9 |
| 10:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 8 | | 0 | 0 | 0 | 0 | 0 | 8 |
| 11:00 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | _ | | 0 | | 0 | 1 | 1 | 2 | 7 | | 0 | 0 | 0 | 0 | 2 | 7 |
| 11:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 3 | | 4 | 9 | | 0 | 0 | 0 | 0 | 4 | 9 |
| 11:30 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 6 | | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 7 | | 0 | 0 | 0 | 0 | 1 | 7 |
| Total | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 21 | 22 | 37 | | ſ | 0 | 0 | 0 | 0 | . [| 36 |
| Avg Hr | 3 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 4 | 4 | 7 | | İ | 0 | 0 | 0 | 0 | | |
| Peak h | 0115 0 | f tha | ntoro | ootio | _ | - | | | | | | | | | | | | | _ | - | | | | | |
| Pk Hr | 3 | 0 | 0 | | | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 8 | * | Г | 0 | 0 | ٥ | 0 | Г | 7 |
| 15x4 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 8 | 8 | 12 | | ŀ | 0 | 0 | 0 | 0 | | 12 |
| PHF | 0.75 | n/a | n/a | | n/a | n/a | n/a | n/a | n/a | | n/a | 0.25 | n/a | n/a | Ŭ | 0.50 | 0.67 | + | ŀ | n/a | n/a | n/a | n/a | | 0.58 |
| FIII | 0.73 | II/a | 11/a | 0.73 | II/a | 11/a | II/a | II/a | II/a | 0.23 | II/a | 0.23 | II/a | II/a | 0.50 | 0.50 | 0.07 | | L | II/a | II/a | 11/4 | II/a | L | 0.36 |
| Peak h | | f con | flictin | g vol | | for th | e inte | rsect | ion | | | | | | | | | | F | | | | | | |
| Pk Hr | 3 | 0 | 0 | _ | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | | 4 | 8 | * | ļ | 0 | 0 | 0 | 0 | | 7 |
| 15x4 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | | • | Ŭ | 4 | 0 | 0 | 8 | 8 | 12 | + | 1 | 0 | 0 | 0 | 0 | | 12 |
| PHF | 0.75 | n/a | n/a | 0.75 | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.25 | n/a | n/a | 0.50 | 0.50 | 0.67 | | | n/a | n/a | n/a | n/a | L | 0.58 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

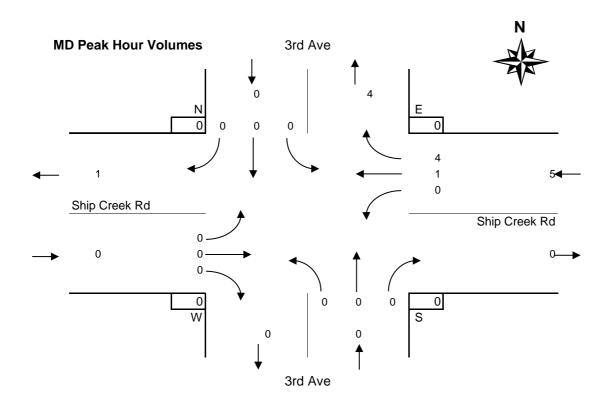




MD Peak Period Logging Trucks

| Time | | 3rd | | | | 3rd / | | | | | reek R | | S | hip Cı | eek R | .d | | | | | | | | | |
|---------------|------|-------|----------|-------|------|----------|--------|-----|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|------------|-----|-----|--------|--------|
| Period | NO | RTH A | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | | Right | | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 0 |) | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 0 | | | | 0 | 0 | 0 | 0 | 2 | |
| 12:30 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 1 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 12:45 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 6 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 0 | <u> </u> | 6 | | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | | 2 | 3 | 7 | | 0 | 0 | 0 | 0 | 3 | 7 |
| 13:30 | 2 | 0 | 0 | | 0 | | 0 | 0 | 0 | | | 0 | | | 1 | 1 | 3 | | | 0 | 0 | 0 | 0 | 3 | 8 |
| 13:45 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 0 | 1 | 7 | | 0 | 0 | 0 | 0 | 1 | 7 |
| 14:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 1 | 1 | 1 | 8 | | 0 | 0 | 0 | 0 | 1 | 8 |
| 14:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 1 | 1 | 1 | 6 | | 0 | 0 | 0 | 0 | 1 | 6 |
| 14:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | _ | | 1 | 2 | 2 | 5 | _ | 0 | 0 | 0 | 0 | 2 | 5 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | + | 0 | 0 | 0 | 0 | 1 | 5 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | _ | | | | | | |
| Total | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 7 | 9 | 18 | | L | 0 | 0 | 0 | 0 | Į | 18 |
| Avg Hr | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | | | 0 | 0 | 0 | 0 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | | | | | | | | | | | | | | | | г | | | | | Г | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | | | 4 | 5 | 5 | | L | 0 | 0 | 0 | 0 | | 5 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | | | 0 | | | 4 | 8 | 8 | + | L | 0 | 0 | 0 | 0 | | 8 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | 1.00 | 0.63 | 0.63 | | | n/a | n/a | n/a | n/a | | 0.63 |
| Daal ! | | £ | CI! _ 4! | | | £ = = 4! | - ! | | • | | | | | | | | | | | | | | | | |
| Peak h | | | | _ | | | | | | - | | _ | _ | | | _1 | | [| П | T | <u>. 1</u> | | | Г | |
| Pk Hr | 0 | 0 | | | 0 | | 0 | 0 | | | _ | 0 | | | 4 | 5 | 5 | | ŀ | 0 | 0 | | 0 | } | 5 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | _ | - | 4 | 8 | 8 | + | - | 0 | 0 | 0 | 0 | } | 8 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | 1.00 | 0.63 | 0.63 | | | n/a | n/a | n/a | n/a | ļ | 0.63 |

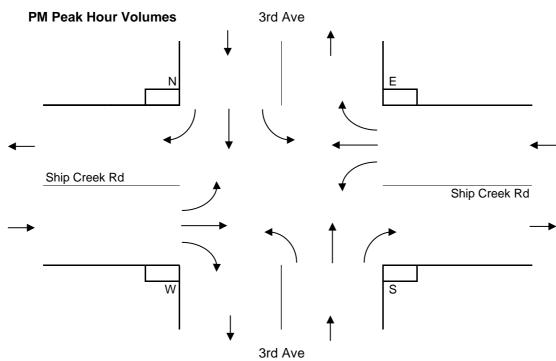
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period Logging Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek F | ₹d | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|---------|---------|-------|--------|--------|---------|--------|------|--------|--------|-------|------|--------|-------|-------|-------------------|----------|----|---|---|---|---|--------|--------|
| Period | NO | RTH | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | £ 415 a | : | 4! | _ | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | our o | the | inters | ectio | n | | | | | | | | | | | | | | Г | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | | - | | | | | | 0 |
| | | | | | | | | | | | | | | | | | | + | ŀ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | L | | | | | l l | n/a |
| Peak h | our o | f con | flictin | a vol | ıımes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | Jui 0 | . 5011 | | 9 701 | 411103 | 101 11 | | 1 3000 | .011 | | | | | | | | | * | Г | | | | | | O |
| 15x4 | | | | | | | | | | | | | | | | | | + | ŀ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | T | - | | | | | | n/a |
| 1 1 11 | | | | | | | | | | | | | | | | | | | L | | | | | ı İ | II/a |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek F | ₹d | S | hip Cı | reek R | ₹d | | _ | |
|--------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|---|---|
| | NO | RTH | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | Approa | ach | Total | Ī | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | ı |
| Total | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 28 | 31 | 55 | | |
| Avg Hr | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 7 | | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ₹d | S | hip Cı | reek R | ₹d | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | Approa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 21 | 22 | 37 |
| Avg Hr | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 7 |

| N | S | W | ш |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

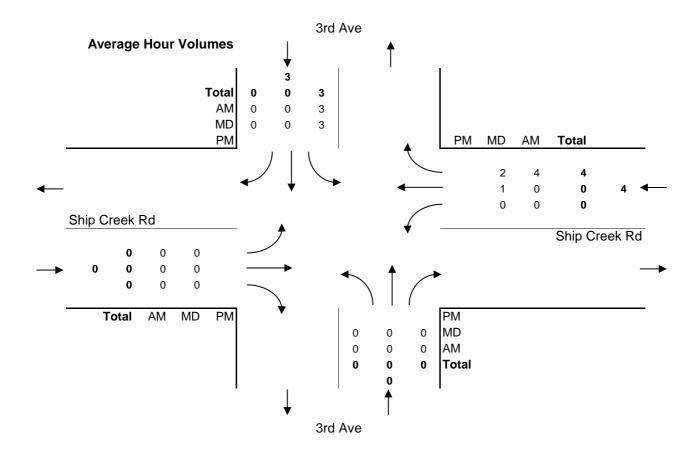
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ld | S | hip Cı | eek R | ld | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|
| | NO | RTH | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 18 |
| Avg Hr | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NO | RTH | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| S | W | Е |
|---|---|---|
| | | |
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| | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for RVs

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:

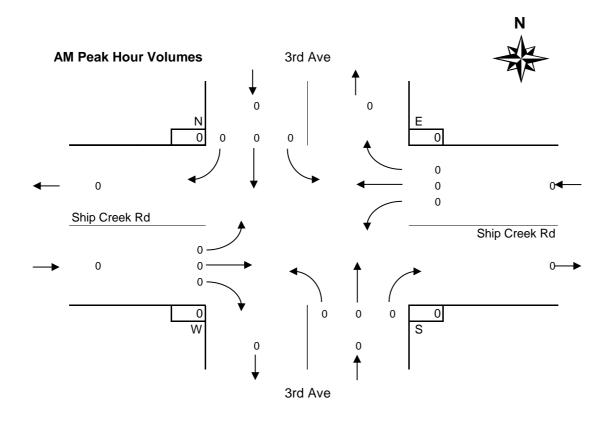


Survey Data RVs

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld l | S | hip Cı | reek F | ₹d | | | | | | | |
|----------------|------|-------|--------|-------|------|--------|--------|-------|--------|--------|--------|-------|------|--------|--|-------|-------------------|-------|----------|----|----|---|--------------------------|
| Period | NO | RTH / | Approa | ach | SO | UTH A | Approa | ach | | | Approa | | | | Approa | | Total V 15-min | olume | ak | | | | |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е |
| 7:00 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1 | | Ш | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | _ | 0 | | Ш | 0 | 0 | 0 | _ |
| 7:30 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | | Ш | 0 | 0 | 0 | _ |
| 7:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 1 | Ш | 0 | 0 | 0 | _ |
| 8:00 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | - | 0 | 0 | 0 | _ |
| 8:15 | 0 | 0 | | | | 0 0 | 0 | 0 | 0 0 | 0 | | | 0 | | | _ | 0 | 0 | _ | 0 | 0 | 0 | _ |
| 8:30 8:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | \vdash | 0 | 0 | 0 | |
| 9:00 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | _ | 0 | 0 | 0 | |
| 9:15 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | - | 0 | 0 | 0 | _ |
| 9:30 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | | 0 | 0 | 0 | |
| 9:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | - | 0 | 0 | 0 | |
| 10:00 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | | 0 | 0 | 0 | _ |
| 10:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 11:15 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | 0 | 0 | 0 | _ | 0 | 0 | 0 | |
| 11:30 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | _ | 0 | 0 | \vdash | 0 | 0 | 0 | |
| 11:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | Ц | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | | 0 | 0 | 0 | 0 |
| 12,00 | ٥ | | | ^ | ٥ | ٥ | _ | ٥ | 0 | | 0 | ٥ | 0 | | | _ | 0 | | ı 1 | ٥١ | ام | 0 | |
| 12:00 12:15 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | | 0 | | Н | 0 | 0 | 0 | _ |
| 12:30 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | | 0 | | H | 0 | 0 | 0 | ĭ |
| 12:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | Н | 0 | 0 | 0 | |
| 13:00 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | - | 0 | 0 | 0 | _ |
| 13:15 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | _ | 0 | 0 | 0 | _ |
| 13:30 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | \vdash | 0 | 0 | 0 | _ |
| 13:45 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | | | 0 | | | _ | 0 | 0 | - | 0 | 0 | 0 | _ |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | - | | | | - | - | - | | - | _ | _ | | _ | _ | _ | | _ | | | - | - | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
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| Total | | | | | | | | | | | | | | | | | | | | | | | |
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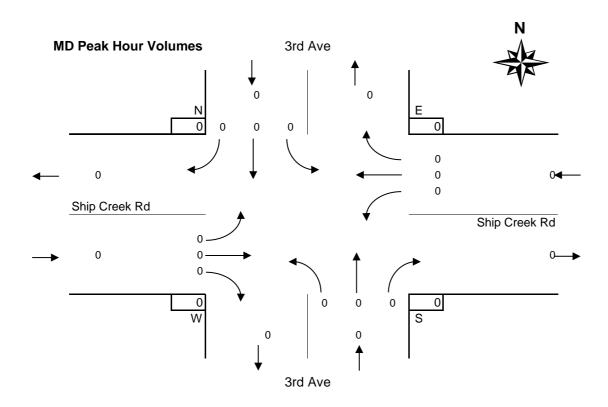


| Time | | 3rd / | | | | 3rd | | | S | hip Cı | reek R | d | S | hip Cı | eek R | d | | | | | | | | | |
|---------------|-------|--------|--------|--------|------|--------|--------|-------|-------|--------|--------|-------|------|--------|-------|-------|---------|-------|------|-------|-------|-------|-------|--------|--------|
| Period | NO | RTH A | Approa | ach | SO | UTH A | Approa | ich | W | EST A | Approa | ich | E | AST A | pproa | ch | Total V | olume | Peak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | | * | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | _ | + | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | _ | | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | i | ī | | | | | | |
| Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | 1 | 1 | | | 0 | 0 | 0 | 0 | L | 1 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ļ | Į | 0 | 0 | 0 | 0 | | |
| Daalah | | C 41 : | | 4: | _ | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | | | - 1 | - 1 | _ | _ | _ | | _ | _ | _ | _ | _ | | I. | ı | _ | _ | _ | _ | Г | |
| Pk Hr | 0 | 0 | 0 | 0 | - | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | l. | ŀ | 0 | 0 | 0 | 0 | ŀ | 0 |
| 15x4 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | + | ŀ | 0 | 0 | 0 | 0 | ŀ | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | Į | n/a | n/a | n/a | n/a | | n/a |
| Peak h | our o | f conf | lictin | a voli | umes | for th | e inte | rsect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | ſ | 0 | 0 | 0 | 0 | Γ | 0 |
| 15x4 | 0 | 0 | 0 | 0 | _ | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | | ŀ | 0 | 0 | 0 | 0 | ŀ | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | n/a | n/a | n/a | n/a | n/a | | ŀ | n/a | n/a | n/a | n/a | - | n/a |
| | II,a | 11,0 | ι,,α | ,α | 11,α | TI, a | 11,4 | ,α | 1,, α | 11,4 | 11,α | .,, u | ı,,u | 1,,, | 11,4 | ,α | 17/4 | | L | 1,, 4 | 11, α | TI, a | 1,, 4 | L | 11,4 |

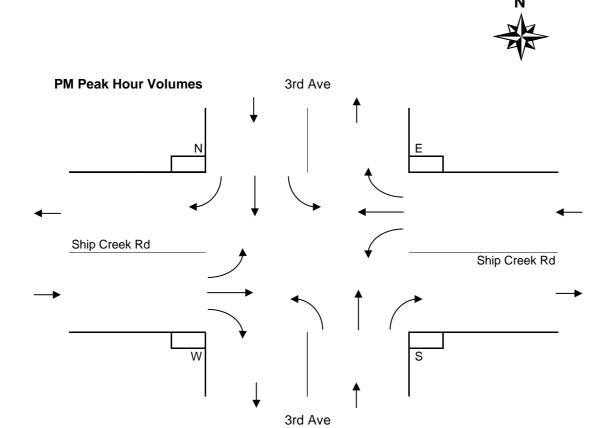


| Time | | 3rd | | | | 3rd / | | | | | eek R | | | | eek R | | | | | | | | | | |
|---------------|-------|-----------|----------|--------|------|--------|----------|-------|------|------|--------|-----------------|------|------|-------|-------|-------------------|-------|----|----------|-----|-----|-----|--------|--------|
| Period | | RTH A | Appro | ach | SO | UTH A | | | W | | Approa | | E/ | | pproa | | Total V 15-min | olume | äk | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | <u> </u> | | | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | 0 | 0 | 0 | _ | 0 | 0 | 0 | 0 | 0 | | | 0 | _ | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | <u> </u> | | | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | • | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | • | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | • | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | 0 | 0 | | 0 | _ | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | _ | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | - | | | | | | | | | | | | | - | | | | _ | | - | | | · F | |
| Total | 0 | 0 | | 0 | | | 0 | 0 | | | | 0 | | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | L | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | |
| Peak h | | [4 h a : | m40 =0 | | _ | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | 0 | ما | ٥ | 0 | | 0 | 0 | 0 | 0 | ٥ | 0 | 0 | * | | ٥ | ٥ | ٦ | 0 | Г | 0 |
| 15x4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | 0 n/a | 0 n/a | n/a | n/a | n/a | 0 n/a | n/a | n/a | n/a | | 0 n/a | n/a | n/a | n/a | n/a | n/a | + | | 0 n/a | n/a | n/a | n/a | | n/a |
| FIIF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | | n/a | n/a | n/a | n/a | L | n/a |
| Peak h | our o | f conf | flictin | a voli | umes | for th | e inte | rsect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 0 | 0 | | _ | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | 0 | 0 | 0 | 0 | | 0 |
| 15x4 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | | 0 | | 0 | 0 | + | | 0 | 0 | 0 | 0 | | 0 |
| PHF | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | _ | n/a | ~ | n/a | n/a | - | | n/a | n/a | n/a | n/a | . | n/a |

^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



| Time | | | Ave | | | | Ave | | | | reek F | | | hip Cr | eek R | ld. | | | | | | | | | |
|--------|-------|--------|---------|-------|------|--------|---------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|----------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total V | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | f tha | intoro | | _ | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | our o | n the | Inters | l | 11 | | | | | | | | | | | | | * | ı | | | | | 1 [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | + | | | | | | | 0 n/a |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| Peak h | our o | of con | flictin | a vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | ļ | | | | | , I | .,, 4 |



Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | reek R | ld | | |
|--------|------|-------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NO | RTH / | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ld | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Period | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

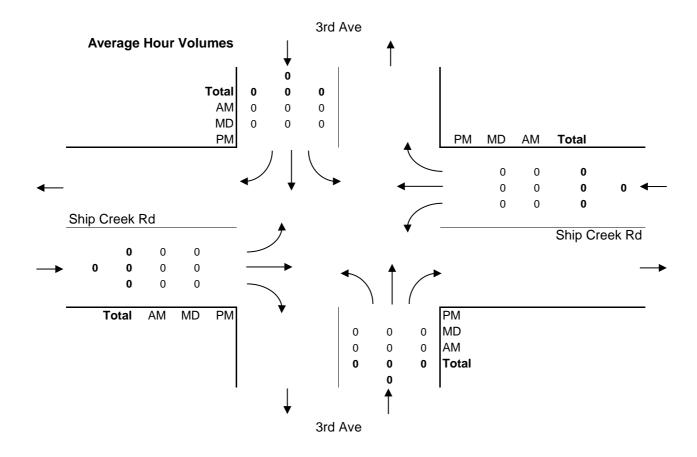
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek F | ₹d | S | hip Cı | reek R | ₹d | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|
| | NO | RTH | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | 2d | S | hip Cı | reek R | ₹d | | |
|--------|------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NO | RTH | Appro | ach | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for Utility Trucks

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



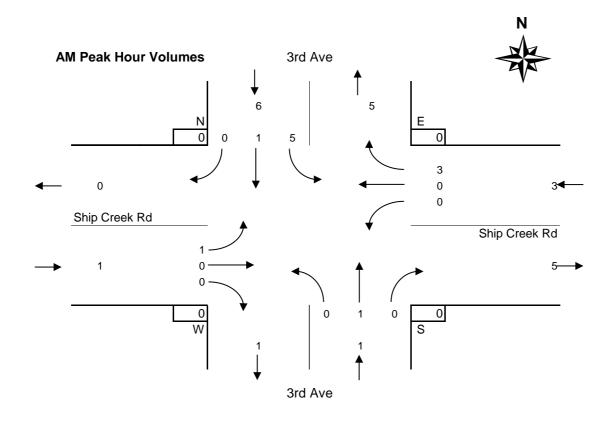
Survey Data Utility Trucks

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | .d | S | hip Cr | eek F | Rd | | | | | | | |
|----------------|--------|-------|--------|-------|------|------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|-------------------|--------|-----------|-----|-------------------|---------------|----------|
| Period | NO | RTH / | | ach | | UTH | Approa | ach | W | EST A | Approa | ach | E | AST A | | | Total V 15-min | olume | ak | | | | |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е |
| 7:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 | | | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | Ш | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | Ш | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | 2 | - | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 4 | 5 | | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | 2 | 7 | H | 0 | 0 | 0 | 0 |
| 8:30 8:45 | 1 0 | 0 | 1 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 9 | - | 0 | 0 | 0 | 0 |
| 9:00 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 2 | 6 | - | 0 | 0 | 0 | 0 |
| 9:15 | 1 | 1 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2 | 6 | _ | 0 | 0 | 0 | 0 |
| 9:30 | 2 | 1 | 0 | 3 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | 4 | 8 | _ | 0 | 0 | 0 | 0 |
| 9:45 | | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | | 1 | 9 | _ | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 3 | 10 | | 0 | 0 | 0 | 0 |
| 10:15 | 2 | 0 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 3 | 11 | _ | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 3 | 10 | | 0 | 0 | 0 | 0 |
| 10:45 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 1 | 10 | - | 0 | 0 | 0 | 0 |
| 11:00 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | 1 | 8 | _ | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | Ħ | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | П | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 |
| Total | 10 | 5 | 1 | 16 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 12 | 31 | | | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 0 | | | | 0 | | 0 | 1 | 0 | 0 | | | 0 | | 0 | | | | Ц | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1 | | Ш | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 1 | | 2 | | Ш | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | 2 | 6 | - | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 6 | - | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 5 | - | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | | 2 | 5 | - | 0 | 0 | 0 | 0 |
| 13:45 14:00 | 1 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 0 | | 1 | 5 5 | - | 0 | 0 | 0 | 0 |
| 14:15 | 2 | 0 | 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | _ | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 2 | 2 | 4 | 10 | _ | 0 | 0 | 0 | 0 |
| 14:45 | 0 | | | | 0 | 0 | | 0 | 0 | 0 | _ | _ | 0 | | | | | | | 0 | 0 | 0 | 0 |
| n/a | | | - | | | 0 | J | | | | | | | | J | 7 | | 12 | H | - Ŭ | \dashv | $\overline{}$ | \dashv |
| n/a | | | | | | | | | | | | | | | | | | | H | | _ | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | - | |
| Total | 6 | 1 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 23 | | | 0 | 0 | 0 | 0 |
| | | | | | | | | | • | | | | | | | | | | • | | - | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | \Box | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Щ | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | Н | | | | |
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| n/a n/a | | | | | | | | | | | | | | | | | | | H | | \longrightarrow | | |
| n/a n/a | | | | | | | | | | | | | | | | | | | Н | | \dashv | \dashv | |
| n/a n/a | | | | | | | | | | | | | | | | | | | \vdash | | \longrightarrow | \dashv | |
| n/a | | | | | | | | | | | | | | | | | | | H | | -+ | | - |
| n/a | | | | | | | | | | | | | | | | | | | ${}$ | | \longrightarrow | \dashv | |
| n/a | | | | | | | | | | | | | | | | | | | H | | \dashv | \dashv | |
| n/a | | | | | | | | | | | | | | | | | | | H | | -+ | | |
| n/a | | | | | | | | | | | | | | | | | | | H | | -+ | -+ | |
| n/a | | | | | | | | | | | | | | | | | | | H | | -+ | -+ | == |
| n/a | | | | | | | | | | | | | | | | | | | H | | \dashv | \dashv | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak Period Utility Trucks

| Time | | 3rd | | | | 3rd | Ave | | | | eek R | | SI | hip Cr | eek R | d | | | | | | | | | |
|---------------|--------|---------|---------|---------|------|--------|--------|-------|------|-------|--------|-------|------|--------|--------|--------|----------|-------|------|-----|-----|-----|-----|--------|----------|
| Period | NO | RTH A | \ppro: | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E/ | AST A | pproa | ch | Total V | olume | Peak | | | | | Cor | flict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 7:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:00 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 5 | | 0 | 0 | 0 | 0 | 3 | 4 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 7 | | 0 | 0 | 0 | 0 | 2 | 6 |
| 8:30 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | | 0 | 0 | 0 | 0 | 1 | 7 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | 0 | 0 | 0 | 0 | 0 | 6 |
| 9:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 9:15 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | | 0 | 0 | 0 | 0 | 1 | 4 |
| 9:30 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 8 | * | 0 | 0 | 0 | 0 | 3 | 6 |
| 9:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | * | 0 | 0 | 0 | 0 | 1 | 7 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 10 | * | 0 | 0 | 0 | 0 | 3 | 8 |
| 10:15 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 11 | + | 0 | 0 | 0 | 0 | 3 | 10 |
| 10:30 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | | 0 | 0 | 0 | 0 | 2 | 9 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 10 | | 0 | 0 | 0 | 0 | 1 | 9 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 8 | | 0 | 0 | 0 | 0 | 1 | 7 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 | 2 |
| | | | | | | | | | | | | | | | | | | 1 | - | | | | | | |
| Total | 10 | 5 | 1 | 16 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | | 12 | 31 | | Ļ | 0 | 0 | 0 | 0 | | 25 |
| Avg Hr | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | | | 0 | 0 | 0 | 0 | | |
| Peak h | 011r 0 | f tha i | ntore | octio | • | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | 4 | ٥ | 4 | | ^ | 0 | 4 | ٥ | 0 | _ | 2 | 4.4 | | Г | ٥ | ٦ | ٥ | 0 | Г | 40 |
| 15x4 | 5 8 | 1 | 0 | 6 12 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 3 8 | 3 8 | 11 16 | | ŀ | 0 | 0 | 0 | 0 | | 10 24 |
| PHF | _ | 0.25 | | 0.50 | Ŭ | | ~ | 0.25 | 0.25 | n/a | ŭ | 0.25 | n/a | ŭ | Ŭ | _ | | + | ŀ | | | | | - | |
| PHF | 0.63 | 0.25 | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | 0.25 | n/a | n/a | 0.25 | n/a | n/a | 0.38 | 0.38 | 0.69 | | L | n/a | n/a | n/a | n/a | L | 0.42 |
| Peak h | our o | f conf | ilictin | g volu | ımes | for th | e inte | rsect | tion | | | | | | | | | | | | | | | | |
| Pk Hr | 5 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 11 | * | | 0 | 0 | 0 | 0 | | 10 |
| 15x4 | 8 | 4 | 0 | 12 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 8 | 16 | + | | 0 | 0 | 0 | 0 | | 24 |
| PHF | 0.63 | 0.25 | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | 0.25 | n/a | n/a | 0.25 | n/a | n/a | 0.38 | 0.38 | 0.69 | | | n/a | n/a | n/a | n/a | | 0.42 |

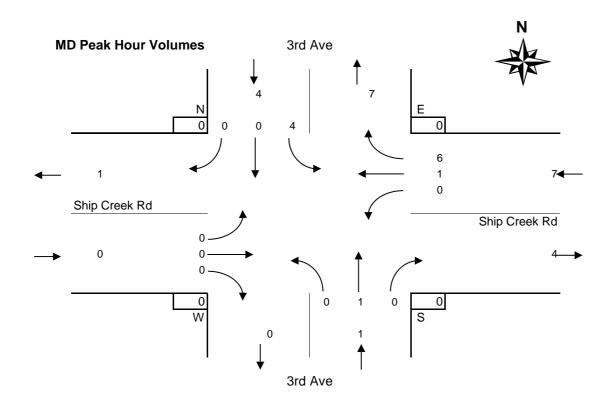




MD Peak Period Utility Trucks

| Time | | 3rd | | | | 3rd | Ave | | S | hip C | reek R | d | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|--------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-----|-----|-----|--------|--------|
| Period | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 12:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 1 | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | | 0 | 0 | 0 | 0 | 2 | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 6 | | 0 | 0 | 0 | 0 | 2 | 6 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | | 0 | 0 | 0 | 0 | 1 | 6 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 13:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | | 0 | 0 | 0 | 0 | 2 | 5 |
| 14:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | * | 0 | 0 | 0 | 0 | 1 | 5 |
| 14:15 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | * | 0 | 0 | 0 | 0 | 3 | 8 |
| 14:30 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 10 | * | 0 | 0 | 0 | 0 | 4 | 10 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 12 | + | 0 | 0 | 0 | 0 | 4 | 12 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | i | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | i | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | i | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | i | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 6 | 1 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 23 | | | 0 | 0 | 0 | 0 | ı [| 22 |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | | | 0 | 0 | 0 | 0 | 1 | |
| <u></u> | | | | | | | | | | | | | | | | | | | _ | | | | | | |
| Peak h | our o | f the | inters | ection | 1 | | | | | | | | | | | | | - | _ | | | | | | |
| Pk Hr | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 12 | * | | 0 | 0 | 0 | 0 | ı L | 12 |
| 15x4 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 16 | + | | 0 | 0 | 0 | 0 | ı L | 28 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | 0.25 | 0.50 | 0.44 | 0.75 | | | n/a | n/a | n/a | n/a | ı L | 0.43 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | our o | f con | flictin | g volu | ımes | for th | e inte | ersect | ion | | | | | | | | | ī | | | | | | | |
| Pk Hr | 4 | 0 | Ŭ | 4 | 0 | 1 | 0 | 1 | 0 | | | 0 | 0 | 1 | 6 | 7 | 12 | * | | 0 | 0 | 0 | 0 | | 12 |
| 15x4 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 16 | 16 | + | | 0 | 0 | 0 | 0 | | 28 |
| PHF | 0.50 | n/a | n/a | 0.50 | n/a | 0.25 | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | 0.25 | 0.50 | 0.44 | 0.75 | | | n/a | n/a | n/a | n/a | ı L | 0.43 |

^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **

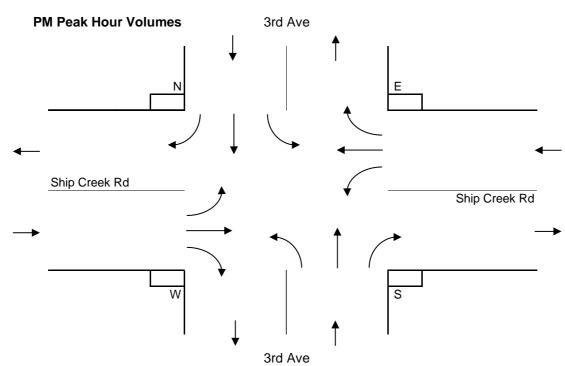




PM Peak Period Utility Trucks

| Time | | | Ave | | | | Ave | | | | reek F | | | hip Cr | eek R | ld. | | | | | | | | | |
|--------|-------|--------|---------|-------|------|--------|---------|--------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|---|---|--------|----------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total V | olume | ak | | | | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Total V 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | f tha | intoro | | _ | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | our o | n the | Inters | l | 11 | | | | | | | | | | | | | * | ı | | | | | 1 [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | + | | | | | | | 0 n/a |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| Peak h | our o | of con | flictin | a vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | | | 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | | ļ | | | | | , I | .,, 4 |







Entire Survey Period 8 Hours

| | | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ₹d | S | hip Cı | eek R | ₹d | | | |
|---|--------|------|------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|-------------------------------------|--------|-------|--------|----|---|--|
| | | NO | RTH | Appro | ach | SO | UTH A | Appro | ach | W | EST A | Approa | ach | EAST Approach Left Thru Right Tota | | ach | Total | | | |
| | | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | | | Volume | | N | |
| - | Total | 16 | 6 | 1 | 23 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 2 | 22 | 24 | 54 | | |
| 1 | Avg Hr | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ?d | S | hip Cı | reek R | ld | | |
|--------|------|-------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ich | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Period | 10 | 5 | 1 | 16 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 12 | 31 | |
| Avg Hr | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | |

| N | S | W | ш |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

MD Peak Period 3 Hours

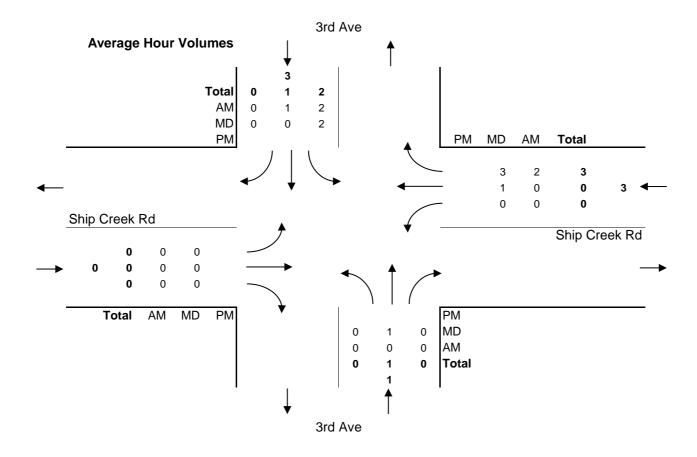
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | eek R | ld | | |
|--------|-------------------------------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NORTH Approach Left Thru Right Tota | | | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ch | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | 6 | 1 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 23 | |
| Avg Hr | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | |

| N | S | W | Е |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | | |
|--------|----------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|
| | NORTH Approach | | | | SO | UTH / | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| N | S | W | Е |
|---|---|---|---|
| | | | |
| | | | |







Vehicle Turning Movement Survey With Classification

Major Route:3rd AvenueMinor Route:Ship Creek RoadMunicipality:Port Alberni

Filename: 4-3rd Ave @ Ship Creek Rd-Sep 27, 2017.xlsx

Location #: 4

Date: September 27, 2017

Day-of-week: Wednesday

East/West Route: Ship Creek Road

Intersection Type: 4-leg Signalized?: No

Weather: Clear and dry

Vehicle Classifications: Regular Vehicles

Buses

Articulated Trucks
Cube Trucks
Dump Trucks
Emergency Trucks
Garbage Trucks
Logging Trucks

RVs

Utility Trucks

| Shift | Start | End | Duration |
|-------|-------|-------|----------|
| AM | 7:00 | 12:00 | 5.00 |
| MD | 12:00 | 15:00 | 3.00 |
| PM | | | |
| Total | 7:00 | | 8.00 |

Notes: 24-hour clock used for reporting (15-minute increments)

North Approach - southbound vehicles approaching intersection from the north

15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4

This data is for All Vehicles Combined

Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:



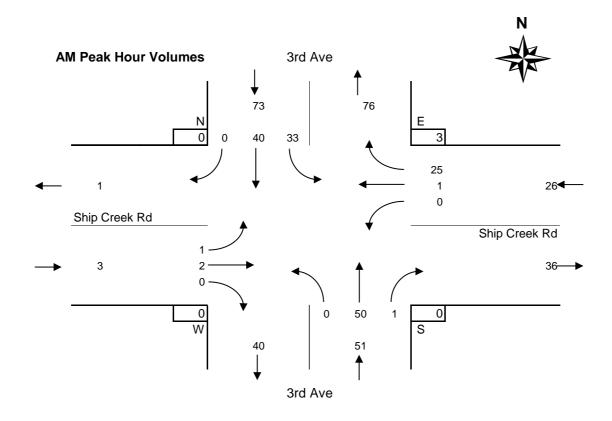
Survey DataAll Vehicles Combined

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | .d | S | hip Cr | eek R | ?d | | | | | | | |
|----------------|--------|---------|-------|---------|------|----------|--------|----------|--------|--------|--------|--------|------|--------|---------------|--------|----------|------------|-----------------|---|-------|----------|----------------|
| Period | NO | | Appro | ach | SO | | Approa | ach | | | Approa | | | AST A | | | Total V | olume | Peak | (| Cross | walks | 3 |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е |
| 7:00 | 8 | 2 | 0 | 10 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 20 | | | 0 | 0 | 0 | 0 |
| 7:15 | 7 | 3 | 0 | 10 | 0 | 10 | | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 24 | | | 0 | 0 | 0 | 0 |
| 7:30 | 5 | 4 | 0 | 9 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 22 | | | 0 | 0 | 0 | 0 |
| 7:45 | 8 | 6 | 0 | 14 | 0 | 14 | | 14 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 8 | 37 | 103 | Ш | 0 | 0 | 0 | 0 |
| 8:00 | 5 | 7 | 0 | 12 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 10 | 34 | 117 | | 0 | 0 | 0 | 0 |
| 8:15 | 5 | 4 | 0 | 9 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 29 | 122 | | 0 | 0 | 0 | 0 |
| 8:30 8:45 | 3 6 | 5 11 | 1 | 9 18 | 0 | 14 13 | | 14 13 | 0 1 | 0 2 | 0 | 0 3 | 0 | 0 | 3 2 | 3 | 26 37 | 126 126 | _ | 0 | 0 | 0 | 0 |
| 9:00 | 11 | 7 | 0 | 18 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 35 | 120 | Н | 0 | 0 | 0 | 1 |
| 9:15 | 8 | 15 | 0 | 23 | 0 | 9 | | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 36 | 134 | H | 0 | 0 | 0 | 0 |
| 9:30 | 9 | 6 | 0 | 15 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 30 | 138 | * | 0 | 0 | 0 | 0 |
| 9:45 | 8 | 12 | 0 | 20 | 0 | 14 | | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 39 | 140 | * | 0 | 0 | 0 | 2 |
| 10:00 | 5 | 10 | 0 | 15 | 0 | 14 | | 14 | 0 | 1 | 0 | 1 | 0 | 1 | 10 | 11 | 41 | 146 | * | 0 | 0 | 0 | 1 |
| 10:15 | 11 | 12 | 0 | 23 | 0 | 11 | 0 | 11 | 0 | 0 | | 0 | 0 | 0 | 9 | 9 | 43 | 153 | _ | 0 | 0 | 0 | 0 |
| 10:30 | 5 | 6 | 0 | 11 | 0 | 7 | 0 | 7 | 1 | 2 | 0 | 3 | 0 | 2 | 7 | 9 | 30 | 153 | | 0 | 0 | 0 | 2 |
| 10:45 | 6 | 9 | 0 | 15 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 31 | 145 | | 0 | 0 | 0 | 0 |
| 11:00 | 5 | 10 | 1 | 16 | 0 | 9 | | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 34 | 138 | _ | 0 | 0 | 0 | 0 |
| 11:15 | 3 | 5 | 0 | 8 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 8 | 23 | 118 | | 0 | 0 | 0 | 0 |
| 11:30 | 3 | 10 | 1 | 14 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 6 | 28 | 116 | _ | 0 | 0 | 0 | 0 |
| 11:45 | 2 | 16 | 2 | 20 | 0 | 12 | 0 | 12 | 0 | 0 | | 0 | 0 | 1 | 5 | 6 | 38 | 123 | Ш | 0 | 0 | 0 | 2 |
| Total | 123 | 160 | 6 | 289 | 0 | 211 | 2 | 213 | 5 | 8 | 0 | 13 | 1 | 8 | 113 | 122 | 637 | | | 0 | 0 | 0 | 8 |
| 40.00 | .1 | , _1 | _ 1 | | | | | | | _1 | _1 | _ | _1 | _1 | _ | | | | , | | | | |
| 12:00 | 4 | 12 | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 5 | | | | Н | 0 | 0 | 0 | 5 |
| 12:15 | 7 | 9 | 0 | 16 | 0 | 9 | | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 4 | 30 | | Н | 0 | 0 | 0 | 0 |
| 12:30 | 6 | 11 | 0 | 17 | 0 | 12 13 | 0 | 12 13 | 0 | 0 | | 0 | 0 | 1 | 7 | 8 | 37 | 400 | Н | 0 | 0 | 0 | 1 |
| 12:45 13:00 | 6 5 | 3 18 | 1 | 9 24 | 0 | 16 | | 17 | 0 | 1 0 | 0 | 1 0 | 0 | 1 0 | <u>4</u> 5 | 5 5 | 28 46 | 128 141 | H | 0 | 0 | 0 | 0 |
| 13:15 | 7 | 13 | 0 | 20 | 0 | 10 | | 11 | 1 | 0 | | 1 | 0 | 0 | 10 | 10 | 40 | 153 | Н | 0 | 0 | 0 | 0 |
| 13:30 | 7 | 10 | 0 | 17 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 1 | 1 | 7 | 9 | 35 | 151 | H | 0 | 0 | 0 | 1 |
| 13:45 | 8 | 8 | 0 | 16 | 0 | 18 | | 18 | 0 | 0 | · | 0 | 0 | 0 | 6 | 6 | 40 | 163 | H | 0 | 0 | 0 | 0 |
| 14:00 | 10 | 16 | 0 | 26 | 0 | 7 | 1 | 8 | 0 | 0 | | 0 | 1 | 0 | 9 | 10 | 44 | 161 | * | 0 | 0 | 0 | 0 |
| 14:15 | 10 | 17 | 0 | 27 | 0 | 14 | | 15 | 0 | 0 | | 1 | 1 | 0 | 18 | 19 | 62 | 181 | * | 0 | 0 | 0 | 1 |
| 14:30 | 4 | 14 | 0 | 18 | 0 | 19 | | 20 | 1 | 0 | 0 | 1 | 1 | 1 | 16 | 18 | 57 | 203 | * | 0 | 0 | 0 | 4 |
| 14:45 | 5 | 23 | 0 | 28 | 0 | 18 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 18 | 65 | 228 | + | 0 | 0 | 0 | 0 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 79 | 154 | 1 | 234 | 0 | 156 | 6 | 162 | 2 | 3 | 1 | 6 | 4 | 5 | 108 | 117 | 519 | | | 0 | 0 | 0 | 12 |
| n/a | Ī | | | | | | | | | | | | | | | | | | П | 1 | I | | |
| n/a | | | | | | | | | | | | | | | | | | | Н | | | \dashv | |
| n/a | | | | | | | | | | | | | | | | | | | H | | | | |
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| n/a | | | | | | | | | | | | | | | | | | | H | | | \dashv | - |
| n/a | | | | | | | | | | | | | | | | | | | П | | | | \dashv |
| n/a | | | | | | | | | | | | | | | | | | | П | | | | $\neg \neg$ |
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| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Ш | | | | |
| n/a | | | | | | | | | | | | | | | | | | | Н | | | | \blacksquare |
| n/a | | | | | | | | | | | | | | | | | | | $\vdash \vdash$ | | | | |
| n/a n/a | | | | | | | | | | | | | | | | | | | H | | | | |
| n/a Total | | | | | | | | | | | | | | | | | | | Н | | | | |
| Total | | | | | | | | | | | | | | | | | | | | | | | |



AM Peak PeriodAll Vehicles Combined

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip Cr | eek R | ld | S | hip Cr | eek R | d | | | | | | | | |
|--------|--------|-------|---------|--------|------|--------|--------|--------|------|--------|-------|---------|------|--------|-------|-------|----------|--------|----|-------|--------|--------|--------|-------|
| Period | NOI | RTH / | Appro | ach | SOI | JTH A | Approa | ach | W | EST A | pproa | ach | E | AST A | pproa | ch | Total Vo | Hour d | | Cross | swalks | i | Con | flict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | N | S | W | Е | 15 min | Hr |
| 7:00 | 8 | 2 | 0 | 10 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 20 | | | 0 0 | 0 | 0 | 18 | |
| 7:15 | 7 | 3 | | 10 | 0 | 10 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | _ | | + | 0 0 | 0 | 0 | 20 | |
| 7:30 | 5 | 4 | 0 | 9 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 22 | | | 0 0 | | 0 | 18 | |
| 7:45 | 8 | 6 | | 14 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 8 | 37 | 103 | | 0 0 | | 0 | 30 | 86 |
| 8:00 | 5 | 7 | 0 | 12 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | | 1 | 1 | 8 | 10 | 34 | 117 | | 0 0 | | 0 | 26 | 94 |
| 8:15 | 5 | 4 | | 9 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | | 0 | 1 | 7 | 8 | 29 | 122 | _ | 0 0 | ı , | 0 | 25 | 99 |
| 8:30 | 3 | 5 | | 9 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | | 0 | 0 | 3 | 3 | | 126 | | 0 0 | | 0 | 20 | 101 |
| 8:45 | 6 | 11 | 1 | 18 | 0 | 13 | 0 | 13 | 1 | 2 | 0 | | 0 | 1 | 2 | 3 | _ | 126 | + | 0 0 | _ | 0 | 23 | 94 |
| 9:00 | 11 | 7 | 0 | 18 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 35 | 127 | _ | 0 0 | | 1 | 28 | 96 |
| 9:15 | 8 | 15 | | 23 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 36 | 134 | | 0 0 | | 0 | 21 | 92 |
| 9:30 | 9 | 6 | | 15 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | | 138 * | + | 0 0 | _ | 0 | 24 | 96 |
| 9:45 | 8 | 12 | | 20 | 0 | 14 | 1 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | | 140 * | _ | 0 0 | | 2 | 26 | 99 |
| 10:00 | 5 | 10 | | 15 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 1 | 0 | 1 | 10 | 11 | 41 | 146 * | + | 0 0 | | 1 | 30 | 101 |
| 10:15 | 11 | 12 | | 23 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 43 | 153 + | _ | 0 0 | | 0 | 31 | 111 |
| 10:30 | 5 | 6 | | 11 | 0 | 7 | 0 | 7 | 1 | 2 | 0 | 3 | 0 | 2 | 7 | 9 | 30 | 153 | | 0 0 | | 2 | 22 | 109 |
| 10:45 | 6 | 9 | | 15 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | | 0 | 0 | 3 | 3 | | 145 | 4 | 0 0 | _ | 0 | 22 | 105 |
| 11:00 | 5 | 10 | | 16 | 0 | 9 | 0 | | 0 | 0 | 0 | | 0 | 0 | 9 | 9 | | 138 | _ | 0 0 | _ | 0 | 23 | 98 |
| 11:15 | 3 | 5 | | 8 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | | 0 | 0 | 8 | 8 | | 118 | | 0 0 | Ŭ | 0 | 18 | 85 |
| 11:30 | 3 | 10 | | 14 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | | 0 | 0 | 6 | 6 | | 116 | _ | 0 0 | | 0 | 18 | 81 |
| 11:45 | 2 | 16 | 2 | 20 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 38 | 123 | | 0 0 | 0 | 2 | 24 | 83 |
| Total | 400 | 400 | 0 | 200 | اء | 044 | | 040 | - | | 0 | 40 | 4 | ٥ | 440 | 400 | 207 | | | ما ه | ا ما | 0 | і Г | 400 |
| Total | 123 | 160 | | | 0 | 211 | 2 0 | 213 | 5 | 8 | 0 | 13 3 | 0 | 8 | 113 | 122 | | | | 0 0 | _ | 8 2 | L | 462 |
| Avg Hr | 25 | 32 | 1 | 58 | 0 | 42 | 0 | 43 | 1 | 2 | 0 | 3 | 0 | 2 | 23 | 24 | 127 | | | 0 0 | 0 | 2 | | |
| Peak h | our of | f the | inters | ection | า | | | | | | | | | | | | | | | | | | | |
| Pk Hr | 33 | 40 | 0 | 73 | 0 | 50 | 1 | 51 | 1 | 2 | 0 | 3 | 0 | 1 | 25 | 26 | 153 | * | | 0 0 | 0 | 3 | | 111 |
| 15x4 | 44 | 48 | 0 | 92 | 0 | 56 | 4 | 60 | 4 | 4 | 0 | 4 | 0 | 4 | 40 | 44 | 172 | + | | 0 0 | | 8 | | 152 |
| PHF | 0.75 | 0.83 | n/a | | n/a | 0.89 | 0.25 | 0.85 | 0.25 | 0.50 | n/a | 0.75 | n/a | 0.25 | 0.63 | 0.59 | 0.89 | | n, | a n/a | n/a | 0.38 | | 0.73 |
| | • | | | | | | | | | | | | | | | | | | | | | | _ | |
| Peak h | our of | f con | flictin | g volu | ımes | for th | e inte | ersect | ion | | | | | | | | | | | | | | | |
| Pk Hr | 33 | 40 | 0 | 73 | 0 | 50 | 1 | 51 | 1 | 2 | 0 | 3 | 0 | 1 | 25 | 26 | 153 | * | | 0 0 | 0 | 3 | | 111 |
| 15x4 | 44 | 48 | 0 | 92 | 0 | 56 | 4 | 60 | 4 | 4 | 0 | 4 | 0 | 4 | 40 | 44 | 172 | + | | 0 0 | 0 | 8 | | 152 |
| PHF | 0.75 | 0.83 | n/a | 0.79 | n/a | 0.89 | 0.25 | 0.85 | 0.25 | 0.50 | n/a | 0.75 | n/a | 0.25 | 0.63 | 0.59 | 0.89 | | n, | a n/a | n/a | 0.38 | | 0.73 |

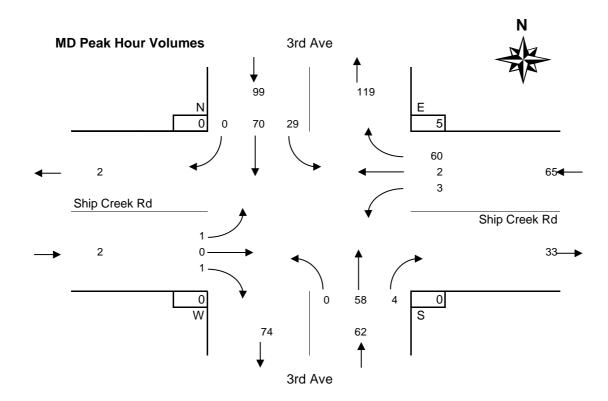




MD Peak PeriodAll Vehicles Combined

| Time | | 3rd | Ave | | | 3rd | Ave | | S | hip C | reek R | ld. | S | hip Cr | eek R | .d | | | | | | | | | |
|---------------|------|-------|-------|-------|------|-------|--------|-------|------|-------|--------|-------|------|--------|-------|-------|-------------------|-------|----|-----|-------|-------|------|--------|--------|
| Period | NO | RTH / | Appro | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ıch | Total V 15-min | olume | ak | C | cross | walks | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| 12:00 | 4 | 12 | 0 | 16 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 33 | | | 0 | 0 | 0 | 5 | 21 | |
| 12:15 | 7 | 9 | 0 | | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 4 | 30 | | | 0 | 0 | 0 | 0 | 20 | |
| 12:30 | 6 | 11 | 0 | 17 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 37 | | | 0 | 0 | 0 | 1 | 26 | |
| 12:45 | 6 | 3 | 0 | 9 | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 5 | 28 | 128 | | 0 | 0 | 0 | 0 | 24 | 91 |
| 13:00 | 5 | 18 | 1 | 24 | 0 | 16 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 46 | 141 | | 0 | 0 | 0 | 0 | 27 | 97 |
| 13:15 | 7 | 13 | 0 | | 0 | 10 | 1 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 10 | 42 | 153 | | 0 | 0 | 0 | 0 | 29 | 106 |
| 13:30 | 7 | 10 | 0 | | 0 | 8 | 0 | 8 | 0 | 1 | 0 | - | 1 | 1 | 7 | 9 | 35 | 151 | | 0 | 0 | 0 | 1 | 23 | 103 |
| 13:45 | 8 | 8 | 0 | | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 40 | 163 | | 0 | 0 | 0 | 0 | 32 | 111 |
| 14:00 | 10 | 16 | 0 | _ | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 10 | 44 | 161 | * | 0 | 0 | 0 | 0 | 27 | 111 |
| 14:15 | 10 | 17 | 0 | | 0 | 14 | 1 | 15 | 0 | 0 | 1 | 1 | 1 | 0 | 18 | 19 | 62 | 181 | * | 0 | 0 | 0 | 1 | 43 | 125 |
| 14:30 | 4 | 14 | 0 | | 0 | 19 | 1 | 20 | 1 | 0 | 0 | 1 | 1 | 1 | 16 | 18 | 57 | 203 | * | 0 | 0 | 0 | 4 | 42 | 144 |
| 14:45 | 5 | 23 | 0 | 28 | 0 | 18 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 18 | 65 | 228 | + | 0 | 0 | 0 | 0 | 42 | 154 |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | _ | | | | | | |
| Total | 79 | | 1 | 234 | 0 | | 6 | | 2 | 3 | | 6 | 4 | 5 | 108 | | 519 | | | 0 | 0 | 0 | 12 | | 356 |
| Avg Hr | 26 | 51 | 0 | 78 | 0 | 52 | 2 | 54 | 1 | 1 | 0 | 2 | 1 | 2 | 36 | 39 | 173 | | | 0 | 0 | 0 | 4 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | 29 | | | | 0 | | 4 | 62 | 1 | 0 | | 2 | 3 | 2 | 60 | | 228 | * | | 0 | 0 | 0 | 5 | | 154 |
| 15x4 | 40 | 92 | 0 | 112 | 0 | 76 | 4 | 80 | 4 | 0 | • | 4 | 4 | 4 | 72 | 76 | 260 | + | | 0 | 0 | 0 | 16 | | 200 |
| PHF | 0.73 | 0.76 | n/a | 0.88 | n/a | 0.76 | 1.00 | 0.78 | 0.25 | n/a | 0.25 | 0.50 | 0.75 | 0.50 | 0.83 | 0.86 | 0.88 | | | n/a | n/a | n/a | 0.31 | | 0.77 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak h | | | | _ | ımes | | e inte | | ion | | | | | | | | | | | | | | | | |
| Pk Hr | 29 | | 0 | | 0 | | 4 | 62 | 1 | 0 | | 2 | 3 | 2 | 60 | 65 | 228 | * | | 0 | 0 | 0 | 5 | | 154 |
| 15x4 | 40 | 92 | 0 | 112 | 0 | 76 | 4 | 80 | 4 | 0 | • | 4 | 4 | 4 | 72 | 76 | 260 | + | | 0 | 0 | 0 | 16 | | 200 |
| PHF | 0.73 | 0.76 | n/a | 0.88 | n/a | 0.76 | 1.00 | 0.78 | 0.25 | n/a | 0.25 | 0.50 | 0.75 | 0.50 | 0.83 | 0.86 | 0.88 | | | n/a | n/a | n/a | 0.31 | | 0.77 |

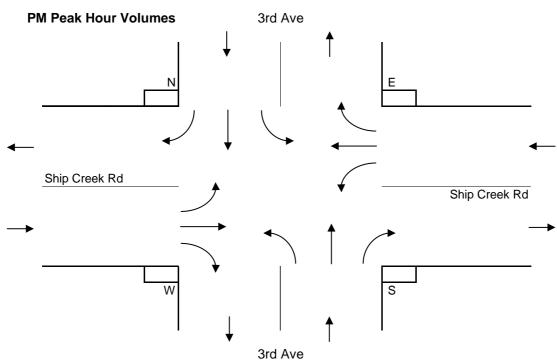
^{**} Calculated peak hour occurs during the first or last hour of shift and therefore may be invalid. **



PM Peak Period All Vehicles Combined

| Time | | | Ave | | | | Ave | | | hip Cı | | | S | hip Cr | eek R | Rd | | | | | | | | | |
|---------------|-------|-------|---------|--------|------|--------|---------|--------|------|--------|--------|-------|------|--------|-------|-------|-------------------|-------|----|---|---|-------|---|--------|--------|
| Period | NO | RTH. | Appro | ach | SO | UTH | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total V 15-min | olume | ak | (| | walks | | Cor | nflict |
| Begins | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | 15-min | Hour | Pe | N | S | W | Е | 15 min | Hr |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| n/a | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | | | ſ | | | | | 1 [| 0 |
| Avg Hr | | | | | | | | | | | | | | | | | | | ı | | | | | 1 ' | |
| | | | | | | | | | | | | | | | | | | ļ | L | | | | | | |
| Peak h | our o | f the | inters | sectio | n | | | | | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | |] [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | ı | | | | | 1 1 | 0 |
| PHF | | | | | | | | | | | | | | | | | | | ı | | | | | 1 1 | n/a |
| | | | | | | | | | | | | | | | | | | I | ı | | | | | . I | |
| Peak h | our o | f con | flictin | ıg vol | umes | for th | ne inte | ersect | ion | | | | | | | | | | | | | | | | |
| Pk Hr | | | | | | | | | | | | | | | | | | * | | | | | |] [| 0 |
| 15x4 | | | | | | | | | | | | | | | | | | + | ľ | | | | | | 0 |
| PHF | | | | | | | | | | | | | | | | | | | ļ | | | | | | n/a |
| | | | | | | | | | | | | | | | | | | I | L | | | | | | |







Entire Survey Period 8 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ld | S | hip Cı | eek R | ld | | | |
|--------|------|-------|-------|-------|------|-------|-------|-------|------|--------|--------|-------|------|--------|-------|-------|--------|--|---|
| | NO | RTH / | Appro | ach | SO | UTH / | Appro | ach | W | EST A | Approa | ach | E | AST A | pproa | ıch | Total | | |
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | | ı |
| Total | 202 | 314 | 7 | 523 | 0 | 367 | 8 | 375 | 7 | 11 | 1 | 19 | 5 | 13 | 221 | 239 | 1156 | | |
| Avg Hr | 25 | 39 | 1 | 65 | 0 | 46 | 1 | 47 | 1 | 1 | 0 | 2 | 1 | 2 | 28 | 30 | 145 | | |

| (| Cross | walks | 3 |
|---|-------|-------|----|
| Ν | S | W | Е |
| 0 | 0 | 0 | 20 |
| 0 | 0 | 0 | 3 |

AM Peak Period 5 Hours

| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | reek R | ₹d | S | hip Cı | reek R | ₹d | | |
|--------|--------------------------------------|------|-------|-------|------|-------|--------|-------|------|--------|--------|-------|------|--------|--------|-------|--------|--|
| | NORTH Approach Left Thru Right Tota | | | ach | SO | UTH A | Approa | ach | W | EST A | Approa | ach | E | AST A | pproa | ach | Total | |
| Totals | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Volume | |
| Period | 123 | 160 | 6 | 289 | 0 | 211 | 2 | 213 | 5 | 8 | 0 | 13 | 1 | 8 | 113 | 122 | 637 | |
| Avg Hr | 25 | 32 | 1 | 58 | 0 | 42 | 0 | 43 | 1 | 2 | 0 | 3 | 0 | 2 | 23 | 24 | 127 | |

| (| Cross | walks | S |
|---|-------|-------|---|
| N | S | W | Е |
| 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 2 |

MD Peak Period 3 Hours

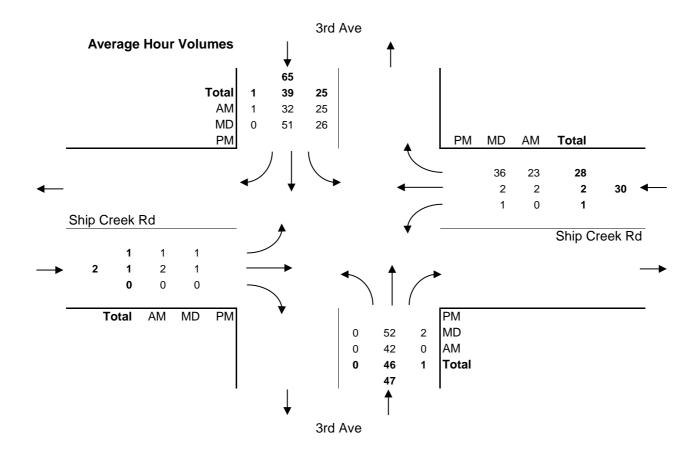
| | | 3rd | Ave | | | 3rd | Ave | | S | hip Cı | eek R | ₹d | S | hip Cı | eek R | ₹d | |
|--------|------|-------|-------|-------|------|----------------|-----|-----|---------------|-----------------------|-------|---------------|------|--------|-------|-------|--------|
| | NO | RTH / | Appro | ach | SO | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | | Total | |
| Totals | Left | Thru | Right | Total | Left | | | | Left | Left Thru Right Total | | | Left | Thru | Right | Total | Volume |
| Total | 79 | 154 | 1 | 234 | 0 | 156 | 6 | 162 | 2 | 3 | 1 | 6 | 4 | 5 | 108 | 117 | 519 |
| Avg Hr | 26 | 51 | 0 | 78 | 0 | 52 | 2 | 54 | 1 | 1 | 0 | 2 | 1 | 2 | 36 | 39 | 173 |

| (| Cross | walks | 3 |
|---|-------|-------|----|
| N | S | W | Е |
| 0 | 0 | 0 | 12 |
| 0 | 0 | 0 | 4 |

PM Peak Period Hours

| | | 3rd | Ave | | | 3rd Ave | | | S | hip Cı | eek R | 2d | Ship Creek Rd | | | | | |
|--------|------|------|-------|-------|-----------------------|----------------|--|-----------------------|---|--------|--------|------|---------------|-------|--------|--|-------|--|
| | NO | RTH | Appro | ach | SO | SOUTH Approach | | | W | EST A | Approa | ach | EAST Approach | | | | Total | |
| Totals | Left | Thru | Right | Total | Left Thru Right Total | | | Left Thru Right Total | | | Left | Thru | Right | Total | Volume | | | |
| Total | | | | | | | | | | | | | | | | | | |
| Avg Hr | | | | | | | | | | | | | | | | | | |

| (| Cross | walks | 3 |
|---|-------|-------|---|
| N | S | W | Е |
| | | | |
| | | | |





Data summarized for input into Synchro/HCS

All Vehicles Combined

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|------|------|-----|------|------|------|-----|------|------|------|------|------|
| Traffic Volume (vph) | 1 | 2 | 0 | 0 | 1 | 25 | 0 | 50 | 1 | 33 | 40 | 0 |
| Peak Hour Factor | 0.25 | 0.50 | n/a | n/a | 0.25 | 0.63 | n/a | 0.89 | 0.25 | 0.75 | 0.83 | n/a |
| Total Volume | 5 | 8 | 0 | 1 | 8 | 113 | 0 | 211 | 2 | 123 | 160 | 6 |
| % of Total Vehicles | 100% | 100% | n/a | 100% | 100% | 100% | n/a | 100% | 100% | 100% | 100% | 100% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|------|------|------|------|------|------|-----|------|------|------|------|------|
| Traffic Volume (vph) | 1 | 0 | 1 | 3 | 2 | 60 | 0 | 58 | 4 | 29 | 70 | 0 |
| Peak Hour Factor | 0.25 | n/a | 0.25 | 0.75 | 0.50 | 0.83 | n/a | 0.76 | 1.00 | 0.73 | 0.76 | n/a |
| Total Volume | 2 | 3 | 1 | 4 | 5 | 108 | 0 | 156 | 6 | 79 | 154 | 1 |
| % of Total Vehicles | 100% | 100% | 100% | 100% | 100% | 100% | n/a | 100% | 100% | 100% | 100% | 100% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Regular Vehicles

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|------|-----|------|-----|------|------|------|------|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 46 | 1 | 23 | 39 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | 0.67 | n/a | 0.88 | 0.25 | 0.72 | 0.81 | n/a |
| Total Volume | 4 | 0 | 0 | 1 | 0 | 67 | 0 | 196 | 2 | 81 | 151 | 4 |
| % of Total Vehicles | 80% | 0% | n/a | 100% | 0% | 59% | n/a | 93% | 100% | 66% | 94% | 67% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|------|-----|------|------|-----|------|-----|------|------|------|------|------|
| Traffic Volume (vph) | 1 | 0 | 1 | 2 | 0 | 43 | 0 | 53 | 3 | 16 | 67 | 0 |
| Peak Hour Factor | 0.25 | n/a | 0.25 | 0.50 | n/a | 0.72 | n/a | 0.78 | 0.75 | 0.67 | 0.73 | n/a |
| Total Volume | 2 | 1 | 1 | 3 | 1 | 78 | 0 | 143 | 5 | 49 | 148 | 1 |
| % of Total Vehicles | 100% | 33% | 100% | 75% | 20% | 72% | n/a | 92% | 83% | 62% | 96% | 100% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Buses

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.50 | n/a | 0.50 | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 1 | 0 |
| % of Total Vehicles | 0% | 0% | n/a | 0% | 0% | 0% | n/a | 4% | 0% | 6% | 1% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.50 | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 0% | 0% | n/a | 2% | 0% | 6% | 0% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Articulated Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | 0.25 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 4 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 2 | 2 | 1 |
| % of Total Vehicles | 0% | 50% | n/a | 0% | 38% | 1% | n/a | 1% | 0% | 2% | 1% | 17% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|------|-----|------|-----|------|------|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.38 | n/a | 0.50 | 0.25 | n/a |
| Total Volume | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 3 | 3 | 0 |
| % of Total Vehicles | 0% | 67% | 0% | 0% | 0% | 3% | n/a | 3% | 0% | 4% | 2% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Cube Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 |
| % of Total Vehicles | 0% | 0% | n/a | 0% | 0% | 1% | n/a | 0% | 0% | 2% | 1% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|------|-----|-----|-----|-----|------|-----|------|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | 0.25 | n/a | n/a | n/a | n/a | 0.25 | n/a | 0.25 | n/a |
| Total Volume | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 25% | 0% | 0% | n/a | 1% | 17% | 0% | 1% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Dump Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | 0.25 | 0.50 | n/a | 0.25 | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 3 | 0 | 0 | 4 | 10 | 0 | 1 | 0 | 6 | 0 | 0 |
| % of Total Vehicles | 0% | 38% | n/a | 0% | 50% | 9% | n/a | 0% | 0% | 5% | 0% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | 0.75 | n/a | n/a | n/a | 0.63 | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 7 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 0% | 9% | n/a | 0% | 0% | 9% | 0% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Emergency Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | n/a | 0% | 0% | 0% | n/a | 0% | 0% | 0% | 0% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 0% | 0% | n/a | 0% | 0% | 0% | 0% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Garbage Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | n/a | 0% | 0% | 0% | n/a | 0% | 0% | 1% | 0% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 0% | 0% | n/a | 0% | 0% | 0% | 0% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Logging Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|
| Traffic Volume (vph) | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 |
| Peak Hour Factor | n/a | 0.25 | n/a | n/a | n/a | 0.50 | n/a | n/a | n/a | 0.75 | n/a | n/a |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 14 | 0 | 0 |
| % of Total Vehicles | 0% | 13% | n/a | 0% | 13% | 19% | n/a | 0% | 0% | 11% | 0% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|------|------|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | 0.25 | 1.00 | n/a | n/a | n/a | n/a | n/a | n/a |

| Total Volume | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 9 | 0 | 0 |
|---------------------|----|----|----|----|-----|----|-----|----|----|-----|----|----|
| % of Total Vehicles | 0% | 0% | 0% | 0% | 40% | 6% | n/a | 0% | 0% | 11% | 0% | 0% |

РМ

| _ | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

RVs

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | n/a | 0% | 0% | 1% | n/a | 0% | 0% | 0% | 0% | 0% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 0% | 0% | n/a | 0% | 0% | 0% | 0% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Utility Trucks

AM

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|------|-----|-----|-----|-----|------|-----|------|-----|------|------|-----|
| Traffic Volume (vph) | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 5 | 1 | 0 |
| Peak Hour Factor | 0.25 | n/a | n/a | n/a | n/a | 0.38 | n/a | 0.25 | n/a | 0.63 | 0.25 | n/a |
| Total Volume | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 10 | 5 | 1 |
| % of Total Vehicles | 20% | 0% | n/a | 0% | 0% | 11% | n/a | 1% | 0% | 8% | 3% | 17% |

MD

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|------|------|-----|------|-----|------|-----|-----|
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 1 | 0 | 4 | 0 | 0 |
| Peak Hour Factor | n/a | n/a | n/a | n/a | 0.25 | 0.50 | n/a | 0.25 | n/a | 0.50 | n/a | n/a |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 4 | 0 | 6 | 1 | 0 |
| % of Total Vehicles | 0% | 0% | 0% | 0% | 40% | 9% | n/a | 3% | 0% | 8% | 1% | 0% |

РМ

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Traffic Volume (vph) | | | | | | | | | | | | |
| Peak Hour Factor | | | | | | | | | | | | |
| Total Volume | | | | | | | | | | | | |
| % of Total Vehicles | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |