

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mace Blvd & 2nd St
City: Davis
Control: Signalized

Project ID: 19-07183-006
Date: 5/30/2019

Total

| NS/EW Streets: | Mace Blvd | | | | Mace Blvd | | | | 2nd St | | | | 2nd St | | | | TOTAL |
|-------------------------|----------------------------|--------|-------|-------|------------|--------|-------|-------|-----------|-------|--------|-------|-----------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:30 AM | 149 | 106 | 6 | 0 | 9 | 226 | 7 | 1 | 0 | 4 | 59 | 0 | 6 | 8 | 2 | 0 | 583 |
| 7:45 AM | 141 | 113 | 5 | 0 | 9 | 236 | 13 | 0 | 4 | 4 | 53 | 2 | 6 | 8 | 2 | 0 | 596 |
| 8:00 AM | 140 | 163 | 6 | 0 | 7 | 244 | 12 | 1 | 5 | 7 | 78 | 1 | 3 | 8 | 3 | 0 | 678 |
| 8:15 AM | 123 | 160 | 7 | 0 | 13 | 289 | 21 | 0 | 4 | 4 | 62 | 1 | 6 | 6 | 1 | 0 | 697 |
| 8:30 AM | 140 | 111 | 6 | 0 | 8 | 251 | 26 | 1 | 5 | 3 | 106 | 1 | 1 | 11 | 6 | 0 | 676 |
| 8:45 AM | 134 | 101 | 12 | 0 | 6 | 147 | 16 | 1 | 6 | 2 | 72 | 4 | 7 | 7 | 5 | 0 | 520 |
| 9:00 AM | 97 | 89 | 5 | 0 | 2 | 156 | 16 | 1 | 8 | 1 | 62 | 2 | 5 | 4 | 2 | 0 | 450 |
| 9:15 AM | 106 | 87 | 1 | 0 | 0 | 149 | 25 | 1 | 10 | 3 | 71 | 5 | 4 | 3 | 3 | 0 | 468 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 1030 | 930 | 48 | 0 | 54 | 1698 | 136 | 6 | 42 | 28 | 563 | 16 | 38 | 55 | 24 | 0 | 4668 |
| | 51.29% | 46.31% | 2.39% | 0.00% | 2.85% | 89.65% | 7.18% | 0.32% | 6.47% | 4.31% | 86.75% | 2.47% | 32.48% | 47.01% | 20.51% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 544 | 547 | 24 | 0 | 37 | 1020 | 72 | 2 | 18 | 18 | 299 | 5 | 16 | 33 | 12 | 0 | 2647 |
| PEAK HR FACTOR : | 0.965 | 0.839 | 0.857 | 0.000 | 0.712 | 0.882 | 0.692 | 0.500 | 0.900 | 0.643 | 0.705 | 0.625 | 0.667 | 0.750 | 0.500 | 0.000 | 0.949 |
| | 0.902 | | | | 0.875 | | | | 0.739 | | | | 0.847 | | | | |

| NS/EW Streets: | Mace Blvd | | | | Mace Blvd | | | | 2nd St | | | | 2nd St | | | | TOTAL |
|-------------------------|----------------------------|--------|-------|-------|------------|--------|--------|-------|-----------|-------|--------|-------|-----------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:30 PM | 92 | 181 | 6 | 0 | 27 | 182 | 20 | 0 | 30 | 27 | 182 | 7 | 7 | 3 | 7 | 0 | 771 |
| 4:45 PM | 98 | 165 | 18 | 0 | 22 | 196 | 33 | 2 | 30 | 23 | 158 | 5 | 7 | 6 | 11 | 0 | 774 |
| 5:00 PM | 89 | 196 | 16 | 0 | 23 | 185 | 21 | 1 | 39 | 27 | 187 | 12 | 7 | 2 | 10 | 0 | 815 |
| 5:15 PM | 104 | 193 | 7 | 0 | 17 | 143 | 36 | 2 | 32 | 22 | 186 | 8 | 17 | 7 | 11 | 0 | 785 |
| 5:30 PM | 126 | 198 | 16 | 0 | 20 | 159 | 24 | 1 | 32 | 23 | 161 | 7 | 7 | 4 | 12 | 0 | 790 |
| 5:45 PM | 87 | 252 | 11 | 0 | 9 | 191 | 22 | 1 | 33 | 17 | 155 | 6 | 14 | 7 | 6 | 0 | 811 |
| 6:00 PM | 72 | 169 | 8 | 0 | 14 | 149 | 27 | 1 | 20 | 11 | 152 | 3 | 10 | 3 | 11 | 0 | 650 |
| 6:15 PM | 86 | 194 | 13 | 0 | 8 | 133 | 21 | 2 | 14 | 9 | 107 | 5 | 3 | 4 | 3 | 0 | 602 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 754 | 1548 | 95 | 0 | 140 | 1338 | 204 | 10 | 230 | 159 | 1288 | 53 | 72 | 36 | 71 | 0 | 5998 |
| | 31.46% | 64.58% | 3.96% | 0.00% | 8.27% | 79.08% | 12.06% | 0.59% | 13.29% | 9.19% | 74.45% | 3.06% | 40.22% | 20.11% | 39.66% | 0.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 406 | 839 | 50 | 0 | 69 | 678 | 103 | 5 | 136 | 89 | 689 | 33 | 45 | 20 | 39 | 0 | 3201 |
| PEAK HR FACTOR : | 0.806 | 0.832 | 0.781 | 0.000 | 0.750 | 0.887 | 0.715 | 0.625 | 0.872 | 0.824 | 0.921 | 0.688 | 0.662 | 0.714 | 0.813 | 0.000 | 0.982 |
| | 0.925 | | | | 0.929 | | | | 0.893 | | | | 0.743 | | | | |

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Cars

| NS/EW Streets: | Mace Blvd | | | | Mace Blvd | | | | 2nd St | | | | 2nd St | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|-----------|-----------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 7:30 AM | 145 | 101 | 5 | 0 | 9 | 224 | 6 | 1 | 0 | 3 | 58 | 0 | 6 | 8 | 2 | 0 | |
| 7:45 AM | 138 | 109 | 5 | 0 | 9 | 233 | 12 | 0 | 4 | 4 | 50 | 2 | 5 | 8 | 2 | 0 | |
| 8:00 AM | 132 | 159 | 5 | 0 | 7 | 240 | 12 | 1 | 5 | 7 | 76 | 1 | 3 | 8 | 3 | 0 | |
| 8:15 AM | 119 | 156 | 6 | 0 | 12 | 287 | 20 | 0 | 4 | 4 | 59 | 1 | 5 | 6 | 1 | 0 | |
| 8:30 AM | 139 | 106 | 5 | 0 | 8 | 248 | 25 | 1 | 4 | 3 | 103 | 1 | 0 | 11 | 6 | 0 | |
| 8:45 AM | 131 | 96 | 9 | 0 | 6 | 144 | 14 | 1 | 6 | 2 | 68 | 4 | 3 | 7 | 5 | 0 | |
| 9:00 AM | 95 | 84 | 5 | 0 | 2 | 153 | 15 | 1 | 7 | 1 | 59 | 2 | 4 | 4 | 2 | 0 | |
| 9:15 AM | 102 | 83 | 1 | 0 | 0 | 143 | 23 | 1 | 8 | 3 | 69 | 4 | 4 | 3 | 3 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 1001 | 894 | 41 | 0 | 53 | 1672 | 127 | 6 | 38 | 27 | 542 | 15 | 30 | 55 | 24 | 0 | 4525 |
| | 51.70% | 46.18% | 2.12% | 0.00% | 2.85% | 89.99% | 6.84% | 0.32% | 6.11% | 4.34% | 87.14% | 2.41% | 27.52% | 50.46% | 22.02% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 528 | 530 | 21 | 0 | 36 | 1008 | 69 | 2 | 17 | 18 | 288 | 5 | 13 | 33 | 12 | 0 | 2580 |
| PEAK HR FACTOR : | 0.95 | 0.833 | 0.875 | 0.000 | 0.750 | 0.878 | 0.690 | 0.500 | 0.850 | 0.643 | 0.699 | 0.625 | 0.650 | 0.750 | 0.500 | 0.000 | 0.949 |
| | 0.911 | | | | 0.874 | | | | 0.739 | | | | 0.853 | | | | |
| PM | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 4:30 PM | 91 | 178 | 5 | 0 | 25 | 175 | 19 | 0 | 30 | 27 | 179 | 7 | 7 | 3 | 7 | 0 | |
| 4:45 PM | 98 | 162 | 18 | 0 | 22 | 194 | 33 | 2 | 30 | 23 | 157 | 5 | 7 | 6 | 11 | 0 | |
| 5:00 PM | 89 | 190 | 16 | 0 | 23 | 183 | 17 | 1 | 39 | 27 | 187 | 12 | 7 | 2 | 10 | 0 | |
| 5:15 PM | 103 | 190 | 7 | 0 | 17 | 142 | 35 | 2 | 32 | 22 | 181 | 8 | 17 | 7 | 11 | 0 | |
| 5:30 PM | 125 | 195 | 16 | 0 | 20 | 156 | 24 | 1 | 32 | 23 | 161 | 7 | 7 | 4 | 12 | 0 | |
| 5:45 PM | 86 | 248 | 11 | 0 | 9 | 187 | 22 | 1 | 33 | 17 | 155 | 6 | 14 | 7 | 6 | 0 | |
| 6:00 PM | 72 | 167 | 8 | 0 | 13 | 144 | 26 | 1 | 20 | 11 | 151 | 3 | 10 | 3 | 11 | 0 | |
| 6:15 PM | 86 | 192 | 13 | 0 | 8 | 132 | 21 | 2 | 14 | 9 | 107 | 5 | 3 | 4 | 3 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 750 | 1522 | 94 | 0 | 137 | 1313 | 197 | 10 | 230 | 159 | 1278 | 53 | 72 | 36 | 71 | 0 | 5922 |
| | 31.70% | 64.33% | 3.97% | 0.00% | 8.27% | 79.24% | 11.89% | 0.60% | 13.37% | 9.24% | 74.30% | 3.08% | 40.22% | 20.11% | 39.66% | 0.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 403 | 823 | 50 | 0 | 69 | 668 | 98 | 5 | 136 | 89 | 684 | 33 | 45 | 20 | 39 | 0 | 3162 |
| PEAK HR FACTOR : | 0.81 | 0.830 | 0.781 | 0.000 | 0.750 | 0.893 | 0.700 | 0.625 | 0.872 | 0.824 | 0.914 | 0.688 | 0.662 | 0.714 | 0.813 | 0.000 | 0.984 |
| | 0.925 | | | | 0.938 | | | | 0.889 | | | | 0.743 | | | | |

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Control: Signalized

Project ID: 19-07183-006
Date: 5/30/2019

HT

| NS/EW Streets: | Mace Blvd | | | | Mace Blvd | | | | 2nd St | | | | 2nd St | | | | TOTAL |
|-------------------------|---------------------|--------|-------|-------|------------|--------|--------|-------|-----------|-------|---------|-------|-----------|-------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:30 AM | 4 | 5 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 AM | 3 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 15 |
| 8:00 AM | 8 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:15 AM | 4 | 4 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 17 |
| 8:30 AM | 1 | 5 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 16 |
| 8:45 AM | 3 | 5 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 24 |
| 9:00 AM | 2 | 5 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 16 |
| 9:15 AM | 4 | 4 | 0 | 0 | 0 | 6 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 29 | 36 | 7 | 0 | 1 | 26 | 9 | 0 | 4 | 1 | 21 | 1 | 8 | 0 | 0 | 0 | 143 |
| | 40.28% | 50.00% | 9.72% | 0.00% | 2.78% | 72.22% | 25.00% | 0.00% | 14.81% | 3.70% | 77.78% | 3.70% | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 16 | 17 | 3 | 0 | 1 | 12 | 3 | 0 | 1 | 0 | 11 | 0 | 3 | 0 | 0 | 0 | 67 |
| PEAK HR FACTOR : | 0.500 | 0.850 | 0.750 | 0.000 | 0.250 | 0.750 | 0.750 | 0.000 | 0.250 | 0.000 | 0.917 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.882 |
| | 0.692 | | | | 1.000 | | | | 0.750 | | | | 0.750 | | | | |
| PM | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0.5 | 0.5 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:30 PM | 1 | 3 | 1 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 0 | 6 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 PM | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:30 PM | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 PM | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:00 PM | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 4 | 26 | 1 | 0 | 3 | 25 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 76 |
| | 12.90% | 83.87% | 3.23% | 0.00% | 8.57% | 71.43% | 20.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0 | 0 | 0 | 0 | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 16 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| PEAK HR FACTOR : | 0.75 | 0.667 | 0.000 | 0.000 | 0.000 | 0.625 | 0.313 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.813 |
| | 0.792 | | | | 0.625 | | | | 0.250 | | | | | | | | |

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Control: Signalized

Project ID: 19-07183-006
Date: 5/30/2019

Bikes

| NS/EW Streets: | Mace Blvd | | | | Mace Blvd | | | | 2nd St | | | | 2nd St | | | | |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|-----------|-----------|---------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 6 | 2 | 1 | 0 | 3 | 2 | 0 | 22 |
| | 66.67% | 0.00% | 33.33% | 0.00% | 60.00% | 20.00% | 20.00% | 0.00% | 0.00% | 66.67% | 22.22% | 11.11% | 0.00% | 60.00% | 40.00% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 2 | 0 | 15 |
| PEAK HR FACTOR : | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.750 |
| | 0.250 | | | | 0.500 | | | | 0.625 | | | | 0.500 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|-----------|-----------|---------|-------|
| | 1 NL | 2 NT | 0 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1 EL | 1 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 6:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 5 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 5 | 3 | 0 | 25 |
| | 20.00% | 60.00% | 20.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 70.00% | 20.00% | 10.00% | 0.00% | 62.50% | 37.50% | 0.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 2 | 0 | 10 |
| PEAK HR FACTOR : | 0.00 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.250 | 0.250 | 0.000 | 0.500 | 0.500 | 0.000 | 0.625 |
| | 0.250 | | | | 0.625 | | | | 0.500 | | | | 0.500 | | | | |

National Data & Surveying Services

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City: Davis

Project ID: 19-07183-006
Date: 5/30/2019

Pedestrians (Crosswalks)

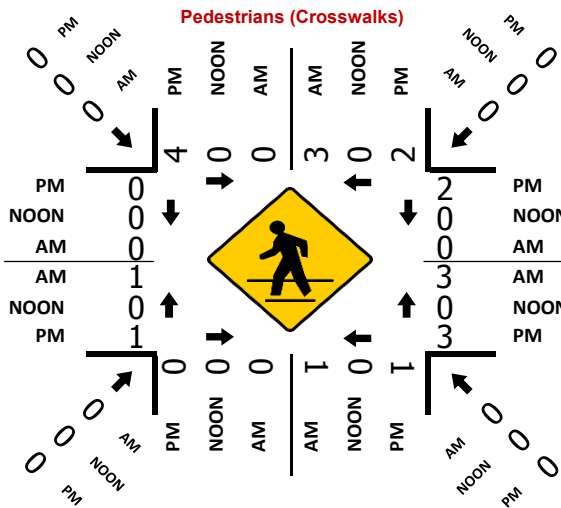
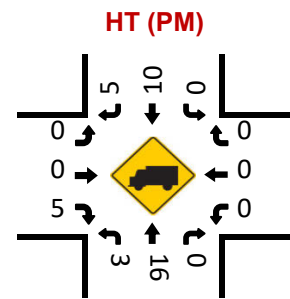
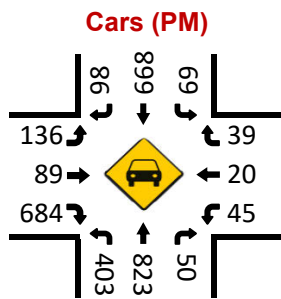
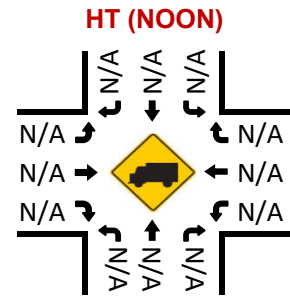
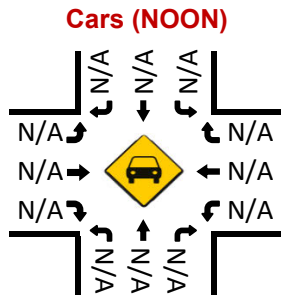
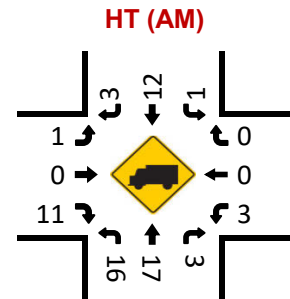
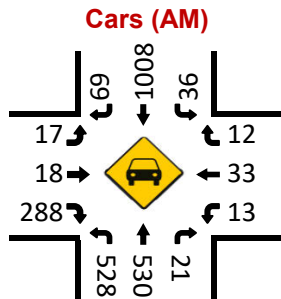
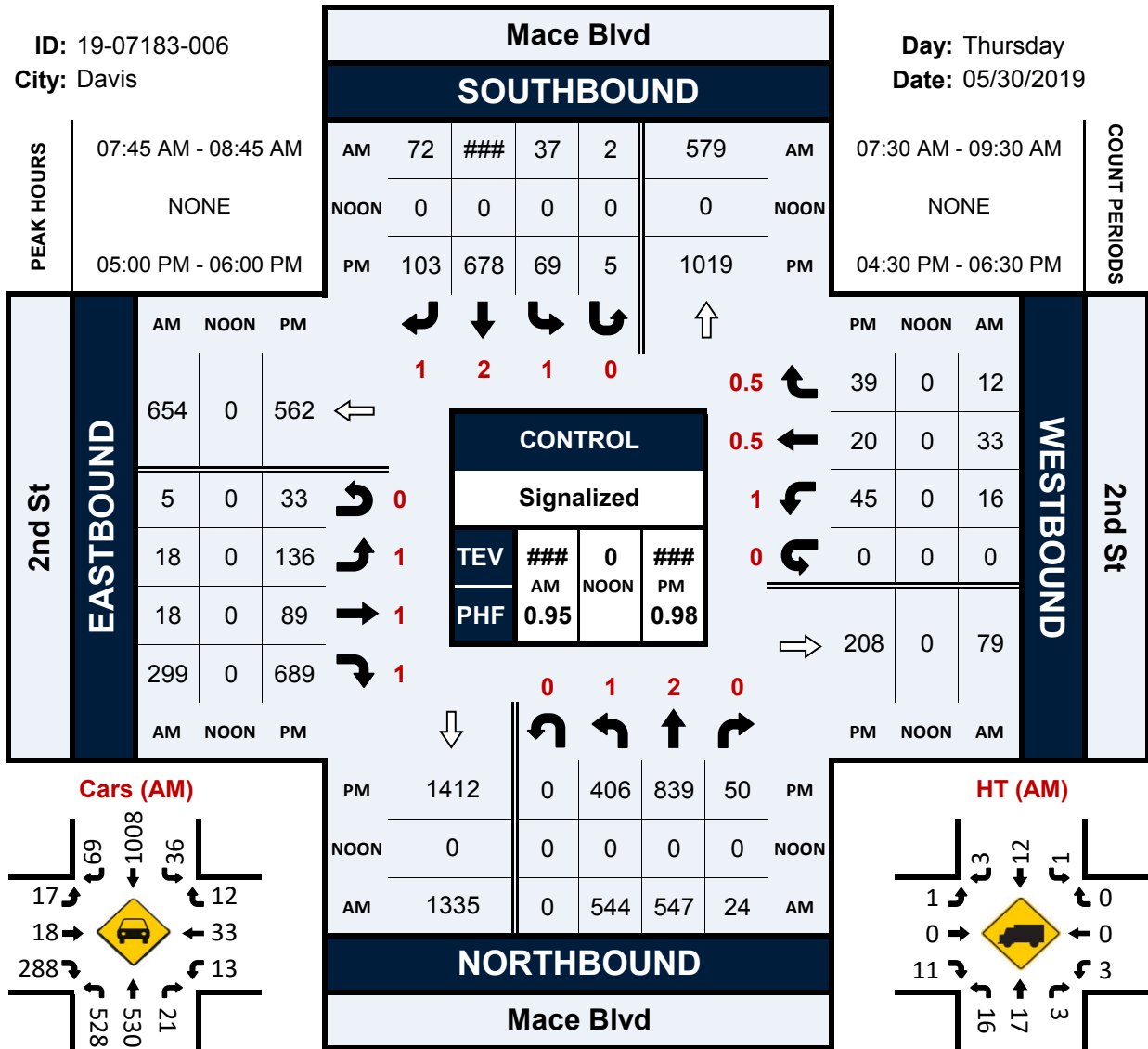
| NS/EW Streets: | Mace Blvd | | Mace Blvd | | 2nd St | | 2nd St | | NORTH LEG CUT OUT | | NORTH LEG 2 CUT OUT | | SOUTH LEG CUT OUT | | SOUTH LEG 2 CUT OUT | | TOTAL |
|-------------------------|---------------------|---------|-----------|---------|----------|--------|----------|--------|-------------------|----|---------------------|-------|-------------------|----|---------------------|----|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | EB | WB | EB | WB | EB | WB | |
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG CUT OUT | | NORTH LEG 2 CUT OUT | | SOUTH LEG CUT OUT | | SOUTH LEG 2 CUT OUT | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | | 0 | 1 | 0 | 0 | | | 3 |
| 8:00 AM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | | | 0 | 2 | 0 | 0 | | | 6 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | | 1 | 1 | 0 | 0 | | | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | 1 | 0 | 0 | 0 | | | 3 |
| 9:15 AM | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | | | 0 | 1 | 0 | 0 | | | 5 |
| TOTAL VOLUMES : | 0 | 4 | 1 | 2 | 4 | 0 | 2 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 21 |
| APPROACH %'s : | 0.00% | 100.00% | 33.33% | 66.67% | 100.00% | 0.00% | 66.67% | 33.33% | | | | | | | | | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 13 |
| PEAK HR FACTOR : | | 0.750 | | 0.250 | 0.750 | 0.750 | 0.250 | 0.250 | | | 0.250 | 0.500 | | | | | 0.542 |
| | | 0.750 | | 0.250 | | 0.750 | | 0.250 | | | 0.250 | 0.625 | | | | | |
| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | NORTH LEG CUT OUT | | NORTH LEG 2 CUT OUT | | SOUTH LEG CUT OUT | | SOUTH LEG 2 CUT OUT | | |
| 4:30 PM | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | | | 0 | 2 | 0 | 0 | | | 10 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 5:00 PM | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | | | 1 | 1 | 0 | 0 | | | 8 |
| 5:15 PM | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | | | 1 | 2 | 0 | 0 | | | 8 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 5:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 0 | 0 | 0 | | | 3 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 |
| TOTAL VOLUMES : | 4 | 2 | 0 | 3 | 4 | 5 | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 29 |
| APPROACH %'s : | 66.67% | 33.33% | 0.00% | 100.00% | 44.44% | 55.56% | 100.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 4 | 2 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 19 |
| PEAK HR FACTOR : | 0.500 | 0.250 | | 0.250 | 0.375 | 0.500 | 0.250 | 0.250 | | | 0.750 | 0.375 | | | | | 0.594 |
| | | 0.500 | | 0.250 | | 0.417 | | 0.250 | | | 0.500 | | | | | | |

Mace Blvd & 2nd St

Peak Hour Turning Movement Count

ID: 19-07183-006
City: Davis

Day: Thursday
Date: 05/30/2019



ALL TRAFFIC DATA

File Name : 19-07183-006
Date : 05/30/2019

Unshifted Count = All Vehicles & Uturns

| START TIME | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total | Utturns Total |
|--------------------|----------------------|-------------|------------|-----------|-------------|------------------|-----------|-----------|----------|------------|----------------------|-------------|------------|----------|-------------|------------------|------------|-------------|-----------|-------------|--------------|---------------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | | |
| 7:30 | 9 | 226 | 7 | 1 | 243 | 6 | 8 | 2 | 0 | 16 | 149 | 106 | 6 | 0 | 261 | 0 | 4 | 59 | 0 | 63 | 583 | 1 |
| 7:45 | 9 | 236 | 13 | 0 | 258 | 6 | 8 | 2 | 0 | 16 | 141 | 113 | 5 | 0 | 259 | 4 | 4 | 53 | 2 | 63 | 596 | 2 |
| 8:00 | 7 | 244 | 12 | 1 | 264 | 3 | 8 | 3 | 0 | 14 | 140 | 163 | 6 | 0 | 309 | 5 | 7 | 78 | 1 | 91 | 678 | 2 |
| 8:15 | 13 | 289 | 21 | 0 | 323 | 6 | 6 | 1 | 0 | 13 | 123 | 160 | 7 | 0 | 290 | 4 | 4 | 62 | 1 | 71 | 697 | 1 |
| Total | 38 | 995 | 53 | 2 | 1088 | 21 | 30 | 8 | 0 | 59 | 553 | 542 | 24 | 0 | 1119 | 13 | 19 | 252 | 4 | 288 | 2554 | 6 |
| 8:30 | 8 | 251 | 26 | 1 | 286 | 1 | 11 | 6 | 0 | 18 | 140 | 111 | 6 | 0 | 257 | 5 | 3 | 106 | 1 | 115 | 676 | 2 |
| 8:45 | 6 | 147 | 16 | 1 | 170 | 7 | 7 | 5 | 0 | 19 | 134 | 101 | 12 | 0 | 247 | 6 | 2 | 72 | 4 | 84 | 520 | 5 |
| 9:00 | 2 | 156 | 16 | 1 | 175 | 5 | 4 | 2 | 0 | 11 | 97 | 89 | 5 | 0 | 191 | 8 | 1 | 62 | 2 | 73 | 450 | 3 |
| 9:15 | 0 | 149 | 25 | 1 | 175 | 4 | 3 | 3 | 0 | 10 | 106 | 87 | 1 | 0 | 194 | 10 | 3 | 71 | 5 | 89 | 468 | 6 |
| Total | 16 | 703 | 83 | 4 | 806 | 17 | 25 | 16 | 0 | 58 | 477 | 388 | 24 | 0 | 889 | 29 | 9 | 311 | 12 | 361 | 2114 | 16 |
| 9:30 | 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 |
| 16:30 | 27 | 182 | 20 | 0 | 229 | 7 | 3 | 7 | 0 | 17 | 92 | 181 | 6 | 0 | 279 | 30 | 27 | 182 | 7 | 246 | 771 | 7 |
| 16:45 | 22 | 196 | 33 | 2 | 253 | 7 | 6 | 11 | 0 | 24 | 98 | 165 | 18 | 0 | 281 | 30 | 23 | 158 | 5 | 216 | 774 | 7 |
| 17:00 | 23 | 185 | 21 | 1 | 230 | 7 | 2 | 10 | 0 | 19 | 89 | 196 | 16 | 0 | 301 | 39 | 27 | 187 | 12 | 265 | 815 | 13 |
| 17:15 | 17 | 143 | 36 | 2 | 198 | 17 | 7 | 11 | 0 | 35 | 104 | 193 | 7 | 0 | 304 | 32 | 22 | 186 | 8 | 248 | 785 | 10 |
| Total | 89 | 706 | 110 | 5 | 910 | 38 | 18 | 39 | 0 | 95 | 383 | 735 | 47 | 0 | 1165 | 131 | 99 | 713 | 32 | 975 | 3145 | 37 |
| 17:30 | 20 | 159 | 24 | 1 | 204 | 7 | 4 | 12 | 0 | 23 | 126 | 198 | 16 | 0 | 340 | 32 | 23 | 161 | 7 | 223 | 790 | 8 |
| 17:45 | 9 | 191 | 22 | 1 | 223 | 14 | 7 | 6 | 0 | 27 | 87 | 252 | 11 | 0 | 350 | 33 | 17 | 155 | 6 | 211 | 811 | 7 |
| 18:00 | 14 | 149 | 27 | 1 | 191 | 10 | 3 | 11 | 0 | 24 | 72 | 169 | 8 | 0 | 249 | 20 | 11 | 152 | 3 | 186 | 650 | 4 |
| 18:15 | 8 | 133 | 21 | 2 | 164 | 3 | 4 | 3 | 0 | 10 | 86 | 194 | 13 | 0 | 293 | 14 | 9 | 107 | 5 | 135 | 602 | 7 |
| Total | 51 | 632 | 94 | 5 | 782 | 34 | 18 | 32 | 0 | 84 | 371 | 813 | 48 | 0 | 1232 | 99 | 60 | 575 | 21 | 755 | 2853 | 26 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 194 | 3036 | 340 | 16 | 3586 | 110 | 91 | 95 | 0 | 296 | 1784 | 2478 | 143 | 0 | 4405 | 272 | 187 | 1851 | 69 | 2379 | 10666 | 85 |
| Apprch % | 5.4% | 84.7% | 9.5% | 0.4% | | 37.2% | 30.7% | 32.1% | 0.0% | | 40.5% | 56.3% | 3.2% | 0.0% | | 11.4% | 7.9% | 77.8% | 2.9% | | | |
| Total % | 1.8% | 28.5% | 3.2% | 0.2% | 33.6% | 1.0% | 0.9% | 0.9% | 0.0% | 2.8% | 16.7% | 23.2% | 1.3% | 0.0% | 41.3% | 2.6% | 1.8% | 17.4% | 0.6% | 22.3% | 100.0% | |

| AM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total |
|---|----------------------|-------|-------|--------|-----------|------------------|-------|-------|--------|-----------|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|-------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | |
| Peak Hour Analysis From 07:45 to 08:45 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 7:45 | 9 | 236 | 13 | 0 | 258 | 6 | 8 | 2 | 0 | 16 | 141 | 113 | 5 | 0 | 259 | 4 | 4 | 53 | 2 | 63 | 596 |
| 8:00 | 7 | 244 | 12 | 1 | 264 | 3 | 8 | 3 | 0 | 14 | 140 | 163 | 6 | 0 | 309 | 5 | 7 | 78 | 1 | 91 | 678 |
| 8:15 | 13 | 289 | 21 | 0 | 323 | 6 | 6 | 1 | 0 | 13 | 123 | 160 | 7 | 0 | 290 | 4 | 4 | 62 | 1 | 71 | 697 |
| 8:30 | 8 | 251 | 26 | 1 | 286 | 1 | 11 | 6 | 0 | 18 | 140 | 111 | 6 | 0 | 257 | 5 | 3 | 106 | 1 | 115 | 676 |
| Total Volume | 37 | 1020 | 72 | 2 | 1131 | 16 | 33 | 12 | 0 | 61 | 544 | 547 | 24 | 0 | 1115 | 18 | 18 | 299 | 5 | 340 | 2647 |
| % App Total | 3.3% | 90.2% | 6.4% | 0.2% | | 26.2% | 54.1% | 19.7% | 0.0% | | 48.8% | 49.1% | 2.2% | 0.0% | | 5.3% | 5.3% | 87.9% | 1.5% | | |
| PHF | .712 | .882 | .692 | .500 | .875 | .667 | .750 | .500 | .000 | .847 | .965 | .839 | .857 | .000 | .902 | .900 | .643 | .705 | .625 | .739 | .949 |

| PM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total |
|---|----------------------|-------|-------|--------|-----------|------------------|-------|-------|--------|-----------|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|-------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | |
| Peak Hour Analysis From 17:00 to 18:00 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 23 | 185 | 21 | 1 | 230 | 7 | 2 | 10 | 0 | 19 | 89 | 196 | 16 | 0 | 301 | 39 | 27 | 187 | 12 | 265 | 815 |
| 17:15 | 17 | 143 | 36 | 2 | 198 | 17 | 7 | 11 | 0 | 35 | 104 | 193 | 7 | 0 | 304 | 32 | 22 | 186 | 8 | 248 | 785 |
| 17:30 | 20 | 159 | 24 | 1 | 204 | 7 | 4 | 12 | 0 | 23 | 126 | 198 | 16 | 0 | 340 | 32 | 23 | 161 | 7 | 223 | 790 |
| 17:45 | 9 | 191 | 22 | 1 | 223 | 14 | 7 | 6 | 0 | 27 | 87 | 252 | 11 | 0 | 350 | 33 | 17 | 155 | 6 | 211 | 811 |
| Total Volume | 69 | 678 | 103 | 5 | 855 | 45 | 20 | 39 | 0 | 104 | 406 | 839 | 50 | 0 | 1295 | 136 | 89 | 689 | 33 | 947 | 3201 |
| % App Total | 8.1% | 79.3% | 12.0% | 0.6% | | 43.3% | 19.2% | 37.5% | 0.0% | | 31.4% | 64.8% | 3.9% | 0.0% | | 14.4% | 9.4% | 72.8% | 3.5% | | |
| PHF | .750 | .887 | .715 | .625 | .929 | .662 | .714 | .813 | .000 | .743 | .806 | .832 | .781 | .000 | .925 | .872 | .824 | .921 | .688 | .893 | .982 |

ALL TRAFFIC DATA

File Name : 19-07183-006
Date : 05/30/2019

Bank 1 Count = Bikes & Peds

| START TIME | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total | Peds Total | | |
|--------------------|----------------------|----------|----------|-----------|-----------|------------------|----------|----------|----------|-----------|----------------------|----------|----------|----------|-----------|------------------|-----------|----------|-----------|-----------|-----------|------------|-----------|---|
| | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | | | | |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 5 | 2 | 5 | 2 |
| 8:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 2 | |
| Total | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 3 | 4 | 10 | 8 | 8 | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:30 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 5 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 |
| 9:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 2 | 3 | 2 |
| 9:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 4 |
| Total | 1 | 1 | 1 | 1 | 3 | 0 | 3 | 0 | 2 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 4 | 11 | 6 | 6 | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 2 | 8 | 8 | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 6 | 6 | |
| 17:15 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 4 | 5 | 5 | |
| Total | 0 | 1 | 0 | 4 | 1 | 0 | 1 | 2 | 3 | 3 | 1 | 2 | 1 | 3 | 4 | 0 | 1 | 0 | 9 | 1 | 9 | 19 | 19 | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 |
| 17:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 2 | |
| 18:00 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 | 0 | 6 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 5 | 0 | 5 | |
| Total | 1 | 0 | 0 | 2 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 8 | 15 | 2 | 2 | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 4 | 2 | 1 | 10 | 7 | 0 | 8 | 5 | 6 | 13 | 3 | 3 | 2 | 6 | 8 | 0 | 13 | 4 | 13 | 17 | 45 | 35 | 35 | |
| Apprch % | 57.1% | 28.6% | 14.3% | | | 0.0% | 61.5% | 38.5% | | | 37.5% | 37.5% | 25.0% | | | 0.0% | 76.5% | 23.5% | | | | | | |
| Total % | 8.9% | 4.4% | 2.2% | | 15.6% | 0.0% | 17.8% | 11.1% | | 28.9% | 6.7% | 6.7% | 4.4% | | 17.8% | 0.0% | 28.9% | 8.9% | | | 37.8% | 100.0% | | |

| AM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total | | |
|---|----------------------|----------|----------|----------|-----------|------------------|----------|----------|----------|-----------|----------------------|----------|----------|----------|-----------|------------------|----------|----------|----------|-----------|-----------|-----------|------|
| | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | | | |
| Peak Hour Analysis From 07:45 to 08:45 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | | | |
| 7:45 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 5 | 5 | 5 |
| 8:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 4 | 4 | 4 |
| 8:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 8:30 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 5 | 5 |
| Total Volume | 2 | 1 | 1 | 3 | 4 | 0 | 2 | 2 | 1 | 4 | 1 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 3 | 5 | 15 | 15 | |
| % App Total | 50.0% | 25.0% | 25.0% | | | 0.0% | 50.0% | 50.0% | | | 50.0% | 0.0% | 50.0% | | | 0.0% | 80.0% | 20.0% | | | | | |
| PHF | .500 | .250 | .250 | | .500 | .000 | .250 | .500 | | .500 | .250 | .000 | .250 | | .250 | .000 | .500 | .250 | | .625 | .750 | | .750 |

| PM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total | | |
|---|----------------------|----------|----------|----------|-----------|------------------|----------|----------|----------|-----------|----------------------|----------|----------|----------|-----------|------------------|----------|----------|----------|-----------|----------|----------|------|
| | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | LEFT | THRU | RIGHT | PEDS | APP.TOTAL | | | |
| Peak Hour Analysis From 17:00 to 18:00 | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 |
| 17:15 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 4 | 4 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 2 |
| 17:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 5 | 4 | 9 | 9 | |
| % App Total | 0.0% | 0.0% | 0.0% | | | 0.0% | 50.0% | 50.0% | | | 0.0% | 0.0% | 100.0% | | | 0.0% | 75.0% | 25.0% | | | | | |
| PHF | .000 | .000 | .000 | | .000 | .000 | .500 | .500 | | .500 | .000 | .000 | .250 | | .250 | .000 | .750 | .250 | | .500 | .563 | | .563 |

ALL TRAFFIC DATA

File Name : 19-07183-006
Date : 05/30/2019

Bank 2 Count = HT

| START TIME | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total | Utorns Total |
|-------------|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|--------|--------------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | | |
| 7:30 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 10 | 0 | 1 | 1 | 0 | 2 | 15 | 0 |
| 7:45 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 15 | 0 |
| 8:00 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 1 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 19 | 0 |
| 8:15 | 1 | 2 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | 17 | 0 |
| Total | 1 | 11 | 3 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 19 | 17 | 3 | 0 | 39 | 0 | 1 | 9 | 0 | 10 | 66 | 0 |
| 8:30 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 7 | 1 | 0 | 3 | 0 | 4 | 16 | 0 |
| 8:45 | 0 | 3 | 2 | 0 | 5 | 4 | 0 | 0 | 0 | 4 | 3 | 5 | 3 | 0 | 11 | 0 | 0 | 4 | 0 | 4 | 24 | 0 |
| 9:00 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 7 | 1 | 0 | 3 | 0 | 4 | 16 | 0 |
| 9:15 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 8 | 2 | 0 | 2 | 0 | 4 | 20 | 0 |
| Total | 0 | 15 | 6 | 0 | 21 | 6 | 0 | 0 | 0 | 6 | 10 | 19 | 4 | 0 | 33 | 4 | 0 | 12 | 0 | 16 | 76 | 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 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 2 | 7 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 18 | 0 |
| 16:45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 6 | 0 |
| 17:00 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 17:15 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 5 | 11 | 0 |
| Total | 2 | 12 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 1 | 0 | 18 | 0 | 0 | 9 | 0 | 9 | 47 | 0 |
| 17:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 17:45 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 18:00 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 10 | 0 |
| 18:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Total | 1 | 13 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 29 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 4 | 51 | 16 | 0 | 71 | 8 | 0 | 0 | 0 | 8 | 33 | 62 | 8 | 0 | 103 | 4 | 1 | 31 | 0 | 36 | 218 | 0 |
| Apprch % | 5.6% | 71.8% | 22.5% | 0.0% | | 100.0% | 0.0% | 0.0% | 0.0% | | 32.0% | 60.2% | 7.8% | 0.0% | | 11.1% | 2.8% | 86.1% | 0.0% | | | |
| Total % | 1.8% | 23.4% | 7.3% | 0.0% | 32.6% | 3.7% | 0.0% | 0.0% | 0.0% | 3.7% | 15.1% | 28.4% | 3.7% | 0.0% | 47.2% | 1.8% | 0.5% | 14.2% | 0.0% | 16.5% | 100.0% | |

| AM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total |
|---|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|-------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | |
| Peak Hour Analysis From 07:45 to 08:45 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 7:45 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 15 |
| 8:00 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 1 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 19 |
| 8:15 | 1 | 2 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | 17 |
| 8:30 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 7 | 1 | 0 | 3 | 0 | 4 | 16 |
| Total Volume | 1 | 12 | 3 | 0 | 16 | 3 | 0 | 0 | 0 | 3 | 16 | 17 | 3 | 0 | 36 | 1 | 0 | 11 | 0 | 12 | 67 |
| % App Total | 6.3% | 75.0% | 18.8% | 0.0% | | 100.0% | 0.0% | 0.0% | 0.0% | | 44.4% | 47.2% | 8.3% | 0.0% | | 8.3% | 0.0% | 91.7% | 0.0% | | |
| PHF | .250 | .750 | .750 | .750 | 1.000 | .750 | .000 | .000 | .000 | .750 | .500 | .850 | .750 | .750 | .692 | .250 | .000 | .917 | .917 | .750 | .882 |

| PM PEAK HOUR | Mace Blvd Southbound | | | | | 2nd St Westbound | | | | | Mace Blvd Northbound | | | | | 2nd St Eastbound | | | | | Total |
|---|----------------------|-------|-------|--------|-----------|------------------|------|-------|--------|-----------|----------------------|-------|-------|--------|-----------|------------------|------|--------|--------|-----------|-------|
| | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | |
| Peak Hour Analysis From 17:00 to 18:00 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour For Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:15 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 5 | 11 |
| 17:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 19 | 0 | 0 | 5 | 0 | 5 | 39 |
| % App Total | 0.0% | 66.7% | 33.3% | 0.0% | | 0.0% | 0.0% | 0.0% | 0.0% | | 15.8% | 84.2% | 0.0% | 0.0% | | 0.0% | 0.0% | 100.0% | 0.0% | | |
| PHF | .000 | .625 | .313 | .313 | .625 | .000 | .000 | .000 | .000 | .000 | .750 | .667 | .000 | .000 | .792 | .000 | .000 | .250 | .250 | .250 | .813 |