# Residential Development at the Former "The Meadows" Golf Course in East St. Paul, MB

Traffic Impact Study

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# Acronyms / Abbreviations

| Acronym / Abbreviation | Full Name |
|---|---|
| AADT | Average Annual Daily Traffic |
| HCM | Highway Capacity Manual |
| LOS | Level of Service |
| TIS | Traffic Impact Study |
| PR | Provincial Road |
| PTH | Provincial Trunk Highway |
| vph | Vehicles per hour |
| vpd | Vehicles per day |

# 1 Study Purpose and Objectives

Stantec has been retained by PFNRET 2021 – 1 Limited Partnership to complete a traffic impact study (TIS) for a proposed residential development at the site of the former “The Meadows” Golf Course in the Rural Municipality of East St. Paul. The 74.3 hectares (183.6 acres) mixed-use development is to be accessed from McGregor Farm Road North (the east service road for PTH 59) and from Wenzel Street north of PTH 101.

A Traffic Impact Study (TIS) is required as part of the development agreement. According to the Manitoba Transportation and Infrastructure (MTI) *General Guidelines for the Preparation of Traffic Impact Studies* document, the purposes of a TIS are to:

a) Determine what the impacts will be from a proposed development or redevelopment upon the adjacent highway network.

b) Determine what measures may be required to mitigate adverse impacts and allow the highway network to provide a satisfactory level of service.

The objectives of the TIS are:

- Document the characteristics of the development and select an appropriate study area and scenarios for analysis.
    - Location
    - Land use and site plan
    - Adjacent sites and highway conditions
    - Study area
    - Horizon years
- Estimate traffic volumes for all analysis scenarios.
    - Existing (background) traffic
    - Future background traffic
    - Site generated traffic
- Complete transportation analyses for the analysis scenarios.
    - Peak hour traffic analysis
    - Traffic signal warrant analysis
    - Rural intersection warrant analysis
    - Consideration of average daily traffic volumes
- Create conceptual designs for any required infrastructure modifications.
    - Conceptual design sketches
    - Preliminary opinion of probable costs
- Record conclusions and make recommendations based on the results of the analyses.

The following sections describe the procedures used to complete these objectives.

# 2 Context

## 2.1 Location

The proposed development is located within the Rural Municipality of East St. Paul on the northeast corner of the PTH 59 / PTH 101 interchange. The project site is on the former “The Meadows” golf course, which opened in 2003 and permanently closed in fall of 2018.

**Figure 1** shows the proposed development site in the regional context.

*Figure 1: Regional Context*

Surrounding the proposed development is McGregor Farm Road to the south and west, Wenzel Street to the east, a Manitoba Transportation and Infrastructure Maintenance Yard on the northwest corner, and The Beach Volleyball Centre on the northeast corner. Wenzel Street is the border between the Rural Municipality of East St. Paul and the Rural Municipality of Springfield.

**Figure 2** shows the development in the local context.

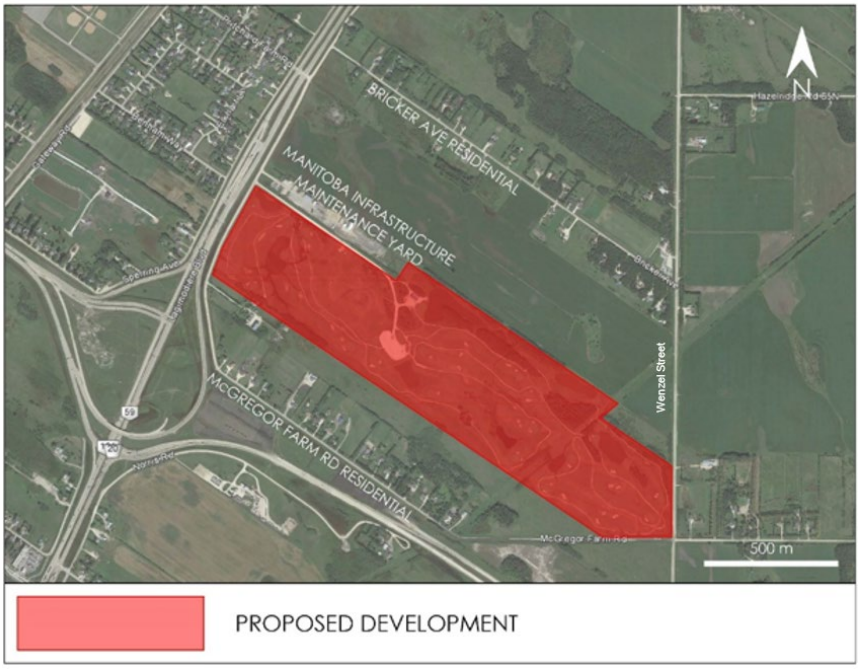



*Figure 2: Local Context*

## 2.2 Proposed Land Use

The site covers approximately 74.3 hectares (183.6 acres) in total area and is targeted to include a mix of residential development with a minor component of commercial retail space. The maximum east-west dimension of the subdivision is 2000 metres and the maximum north-south dimension is approximately 442 metres.

A site development plan from February 2026 is provided below for an overview of the site layout. This same site plan is provided in **Appendix A** with an enhanced and more legible scale.

*Figure 3: Site Plan – February 2026 (V6)*

General features within The Meadows development includes the following:

- *East West Roads* - An east-west four-lane divided collector that serves the entire east-west length of the subdivision and provides connectivity from McGregor Farm Road to Wenzel Road. The western portion of the subdivision includes the use of single-lane and multi-lane roundabouts.
- *North South Roads* – Beyond use of the outside border roads of McGregor Farm Road and Wenzel Street, there is provision within The Meadows development for two north-south connections at the centre of site and two additional south roads on the eastern part of the site to long-term future area development.
- *3rd Party Overhead Utilities* – At the eastern end of the subdivision is a Manitoba Hydro overhead transmission line corridor running northeast-southwest. This is undevelopable and will remain as MB Hydro property. One road crossing will be required through the Manitoba Hydro corridor.
- *Park Space* – There is an abundance of park space within the subdivision, with each phase containing public reserves with both active and passive spaces as well as some naturalized drainage ponds. At the western section of the subdivision, there is a proposed north-south greenway connection for future connectivity in consideration of walking, cycling, multi-use paths, or other interests.
- *Walkable Community* – There are inclusions of on-street cycling and walking and off-street walkable community amenities throughout the neighborhood. The central east-west spine will also have an active transportation (AT) path to provide additional cycling and jogging opportunities and connects to each of the neighbourhood park spaces.
- *Stormwater Retention* – Several stormwater retention ponds are included both for aesthetic neighborhood features and for stormwater management.
- *Residential Development* – There are various formats of residential land use within the development, including multi-family apartments and condominimums, townhouses, row houses, side-by-side homes, single-family homes, and senior citizen housing.

- *Commercial Development* – The southwest corner of the proposed development includes a local community grocery store and a gas station to service the proposed development. There will also be retail opportunities on the main floor of the mixed-use buildings in the village centre.

## 2.3 Off-Site Development Access

Access to the development is to be provided via two primary connections within the 20-year projected traffic scope of this study. These intersections include:

- To/from McGregor Farm Road North (the east service road for PTH 59) heading north to the at-grade, all-directional signalized intersection of Provincial Trunk Highway 59 (PTH 59) and Provincial Road 202 (PR 202). PTH 59 is also known as Lagimodiere Boulevard and PR 202 is also known as Bird's Hill Road. Within this report, PTH 59 and PR 202 will be used.

- To/from Wenzel Street to the at-grade, all-directional signalized intersection of PTH 101 and Wenzel Street. PTH 101 is also known as the North Perimeter Highway.

Although The Meadows site plan identifies several north-south internal roads for future connectivity, the timelines for when these long-term north-south connections are developed with other properties are not known and are not included in the scope of this traffic impact study.

## 2.4 Adjacent Sites and Highway Conditions

### 2.4.1 Adjacent Land Use Characteristics

Generally, there are undeveloped lands immediately north of the proposed development and intermittent developed lands extending to the east-west portion of PTH 59.

North of The Meadows subdivision by 480 metres is a local residential road called Bricker Avenue. Bricker Avenue has approximately 27 single family residential homes. Closer to the PTH 59 at PR 202 intersection is an existing greenhouse (i.e., Schriemers Market Centre) and there are a few smaller commercial properties and agricultural lands. Much of the land north of The Meadows is owned by Brokenhead Ojibway First Nations. From discussions with MTI and the Rural Municipality of East St. Paul, the study team was not made aware of any plans or potential development on these lands or other nearby undeveloped lands.

As identified previously, there are also no known planning documents by the Rural Municipality of East St. Paul for any additional roads in the area defined by PTH 59, PTH 101 and Wenzel Street. As such, no new road networks or road alignments are considered for analysis within this Traffic Impact Study.

### 2.4.2 Existing Road Systems and Study Intersections

#### 2.4.2.1 PTH 59

Within the local context, PTH 59 is an expressway connecting northeast Winnipeg to the Rural Municipalities of East St. Paul and St. Clements, and to communities along the southeast shore of Lake

Winnipeg. Major connections along PTH 59 include PTH 101 (Winnipeg), PR 202 (Birds Hill), PR 213 (RM of Springfield), the Birds Hill Park Access, PTH 44 (Beausejour & Lockport), PR 509 (Selkirk), PR 212 (East Selkirk), PTH 4 (Selkirk), and PR 317 (Lac Du Bonnet).

Within the immediate study area, PTH 59 includes a six-lane highway section that extends from the PTH 59 and PTH 101 interchange and terminates as a six-lane highway approximately 300 metres north of PR 202, transitioning down to a four-lane highway. Within the study area, PTH 59 has a posted speed of 90 km/h.

#### 2.4.2.2 PTH 101

PTH 101 is a four-lane expressway outlining the north part of Winnipeg and is known as the North Perimeter Highway. It extends from PTH 1 west of Winnipeg in the Rural Municipality of Headingley to PTH 1 east of Winnipeg in the Rural Municipality of Springfield. PTH 101 connects to PTH 15 (Dugald), PTH 59, PTH 9 (St Andrews, Selkirk), PTH 8 (RM of West St Paul), PTH 7 (Stonewall), PTH 6 (Grosse Isle), PR 221 (Rosser), and PTH 190 (Centreport Canada). The posted speed of PTH 101 within the study area is 100 km/h.

#### 2.4.2.3 PR 202

PR 202 is a four-lane divided highway that serves as a primary access to East St. Paul. Known locally as Birds Hill Road, the road is four-lanes from PTH 59 heading northwesterly for 1.2 kilometres. The posted speed within the study area is 50 km/h.

#### 2.4.2.4 McGregor Farm Road

McGregor Farm Road is a two-lane rural road with an asphalt surface and 0.3 metre gravel shoulders. The road is posted at 50 km/h and provides access to the existing local residential and commercial development in the area. McGregor Farm Road carries <1,000 vehicles per day.

#### 2.4.2.5 Wenzel Street

Wenzel Street is a border road between the Rural Municipality of East St. Paul to the Rural Municipality of Springfield. Wenzel Street is a two-lane chip-sealed road that serves as a primary north-south road in the local area. Wenzel Street used to connect directly to PTH 59 and this connection was closed in 2018 during regional rea improvements by MTI. Wenzel Street carries <1,000 vehicles per day and the posted speed is 50 km/h.

### 2.4.3 MTI Intersection and Road Network Planning

A search for online publications was performed for consideration of long-term planning by MTI for the intersections of PTH 59 at PR 202 and at PTH 101 at Wenzel Road. These planning documents identified a long-range conceptual design of diamond interchanges at both intersections but the timelines for design and construction of these diamond interchanges are unknown. For purposes of the Traffic Impact Study, MTI advised not to consider the long-term interchanges for traffic analysis and to maintain the existing signalized intersections as current, intermediate, and 20-year projected conditions.

The existing field geometry was implemented into the traffic analysis for all analysis periods, including 2036 and 2046, with general lengths of turn lanes and site features taken from Google Earth measurements.

## 2.5 Study Area

**Figure 4** shows the study area. The study area includes the two intersections under traffic analysis within this report:

- PTH 59 at PR 202/McGregor Farm Road
- PTH 101 at Wenzel Street

The study area also includes the site of the proposed development, and the sections of Wenzel Street and McGregor Farm Road that provide access to the proposed development.

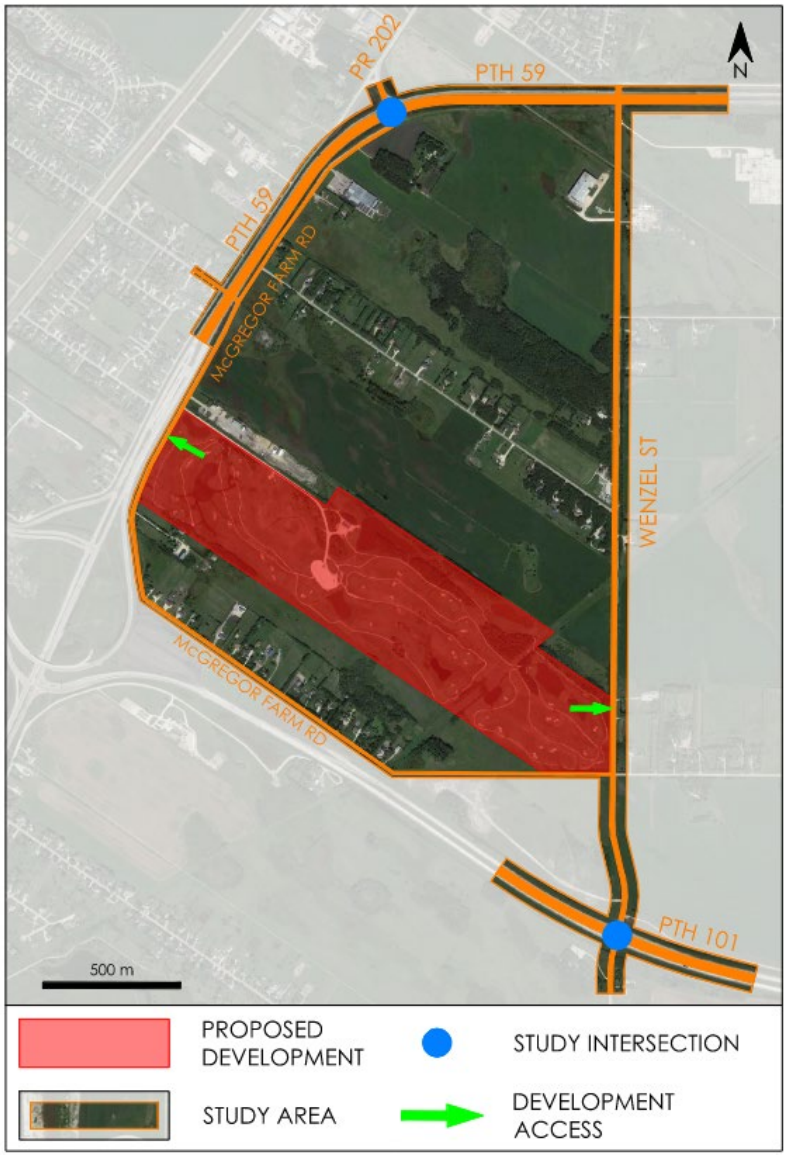



*Figure 4: Study Area*

## 2.6 Horizon Years and Time Periods for Analysis

The proposed development is estimated to be 50% completed in 10 years (2036 horizon) and 100% constructed in 20 years (2046 horizon). Typical procedures for Traffic Impact Studies include analysis at full build out and at 10 years beyond full build out. However, given that full build out is 20 years into the future, the study team considered an additional analysis at 10 years past full build out (i.e. 30 years into the future) to be excessive.

In agreement with all parties involved, the study team elected to use the following analysis scenarios:

- ***2036 Pre-Development Conditions*** - background traffic conditions and no traffic from The Meadows subdivision.
- ***2046 Pre-Development Conditions*** - background traffic conditions and no traffic from The Meadows subdivision.
- ***2036 Post-Development Conditions*** - background traffic conditions and 50% buildout of The Meadows subdivision.
- ***2046 Post-Development Conditions*** - background traffic conditions and 100% buildout of The Meadows Subdivision.

In all scenarios, analyses were conducted for typical weekday conditions. Peak hour traffic operations considered the weekday AM and PM peak hour of adjacent street traffic.

# 3 Traffic Volumes

## 3.1 Existing Traffic Volumes

MTI conducted traffic counts in the fall of 2025 on the study intersections. These counts were supplied for use in this traffic study. The traffic counts are described as follows:

- PTH 59 at PR 202
  - Tuesday, April 29, 2025, for a 24-hour intersection traffic count
  - Wednesday, April 30, 2025, for a 24-hour intersection traffic count
  - Traffic count data was supplied in 15-minute intervals
  - The AM Peak Hour was identified from 7:15 AM to 8:15 AM and PM Peak Hour was identified as 4:00 PM to 5:00 PM
- PTH 101 at Wenzel Street
  - Tuesday, November 25, 2025, for a 14-hour intersection traffic count
  - Wednesday, November 26, 2025, for a 14-hour intersection traffic count
  - Traffic count data was supplied in 15-minute intervals
  - The AM Peak Hour was identified from 7:15 AM to 8:15 AM and PM Peak Hour was identified as 4:30 PM to 5:30 PM

As identified above, the on-site intersection count data was completed at the end of in April and the end of November in 2025. Based on Permanent Count Stations in the area, an analysis of the percentage of the Average Annual Daily Traffic (AADT) for each month, the following was identified:

- April represents 95% of the AADT while May represents 105% of the AADT,
- November represents 95% of the AADT and December represents 90% of the AADT.

The end result is the April intersection traffic count at PTH 59 and PR 202 was not adjusted for the seasonal/monthly factor and was identified as 100% of the AADT. The PTH 101 at Wenzel Street intersection traffic count was identified as 90% of the AADT and was adjusted with a 10% increase to achieve a 100% AADT.

### 3.1.1 Compound Annual Growth Rate

To establish a historical background growth rate, various Permanent Count Stations and Short Duration Traffic Count Stations were reviewed in the general area. The data sets used on this study include:

- *PTH 59 Background:* Four (4) traffic count stations were analyzed along PTH 59 for historical traffic data. Regression analysis was completed to best fit the data and assist in developing the historical compound annual growth rate. Traffic count stations along PTH 59 include:
  - *Permanent Count Station 78* – located on PTH 59 approximately 5.4 kilometres south of PTH 44. Historical traffic count data from 1989-2024.
  - *Short Duration Traffic Count Station 1878* – located on PTH 59 south of PR 213. Historical traffic count data from 1989-2017.

- *Short Duration Traffic Count Station 551* – located on PTH 59 south of PR 202. Historical traffic count data from 1989-2014.
- *Short Duration Traffic Count Station 662* – traffic data was not used due to influence of PTH 101 and historical count data only ranging from 1989-2011.

- *PTH 101 Background:* Two (2) traffic count stations were analyzed along PTH 59 for historical traffic data. Regression analysis was completed to best fit the data and assist in developing the historical compound annual growth rate. Traffic count stations along PTH 101 include:
  - *Permanent Count Station 86* – located on PTH 101 approximately 0.5 kilometres east of Wenzel Street. Historical traffic count data from 1997-2024. There is recognition of the PTH 59 at PTH 101 interchange completion in September 2019.
  - *Short Duration Traffic Count Station 2561* – located on PTH 101 between Wenzel Street and PTH 59. Historical traffic count data from 1997-2014. Count data not used due to age of data.

The raw data was reviewed for consistency and thoroughness. It was noted that some data points within the historical data had inconsistencies or anomalies and is attributed to local area historical construction on PTH 101, PTH 59, or other external influences. Regression analysis was completed with and without these various anomalies to identify the net impact. It was found through the resultant regression analysis that the anomalies did not substantially change the results of backchecking the historical years and volumes, nor did the anomalies substantially impact the growth rate estimates.

As such, the historical compound annual growth rates implemented for this traffic study are identified as follows:

- PTH 59 – compound annual growth rate of 1.5%
- PTH 101 – compound annual growth rate of 1.07%

### 3.1.2 Peak Hour Factor and Percentage Heavy Vehicles

The peak hour factor (PHF) represents the fluctuation of traffic flow within the peak hour. PHF is defined as:

$$PHF = \frac{Peak\ Hour\ Volume}{Peak\ 15\ Minute\ Volume\ \times 4}$$

The lower PHFs indicate that more of the peak hour volume occurs within the peak 15 minutes, while higher PHFs indicate a more consistent flow within the peak hour. Volume fluctuation within the peak hour depends on many factors and thus is difficult to predict into the future. Historically, PHFs typically range from 0.85 to 0.92 for urban and sub-urban regions.

For this traffic study, PHFs identified within the 2025 intersection traffic counts were used for analysis of the 2036 and 2046 pre-development and post-development conditions.

The observed PHF for the major movements through the two intersections were analyzed and the following were identified:

- PTH 59 at PR 202

  - Along PTH 59, the northbound and southbound through movements yield an average PHF of 0.88.
  - Other movements through the intersection ranged from 0.44 to 0.81.
  - For the traffic analysis, a PHF of 0.90 was used for the entire intersection.
- PTH 101 at Wenzel Street
  - Along PTH 101, the eastbound and westbound through movements yield an average PHF of 0.88.
  - Other movements through the intersection ranged from 0.50 to 0.91.
  - For the traffic analysis, a PHF of 0.88 was used for the entire intersection.

Heavy vehicle percentages for PTH 59 through movements at PR 202 were 3% in both directions in the PM peak hour, but historically this percentage is elevated due to summer activity related to construction activities in the overall region. Heavy vehicle percentages for turning movements were between 1% and 6%. For the traffic analysis, a percentage of 8% was used for truck movements for the northbound and southbound thru movements along PTH 59 and all other intersection movements were set at 5%.

From the PTH 101 and Wenzel Street intersection count, heavy vehicle volumes were identified as 11.5% eastbound and 8.6% westbound, and the range of the remaining movements were under 2%. However, the Permanent Count Stations identify an average annual daily traffic heavy truck percentage of 21%.

The truck percentages used for this traffic analysis are identified as follows:

- PTH 59 at PR 202
  - Northbound and southbound movements along PTH 59 were set at 8%
  - All remaining movements were set at 5%
- PTH 101 at Wenzel Street
  - Eastbound and westbound movements along PTH 101 were set at 21%
  - All remaining movements were set at 5%

### 3.1.3 Future Background Traffic Projections

Future background traffic was projected to 2026, 2036, and 2046 growth years using the growth rates listed above. The weekday AM and PM peak hour volumes are identified in **Figures 5** to **7** below.

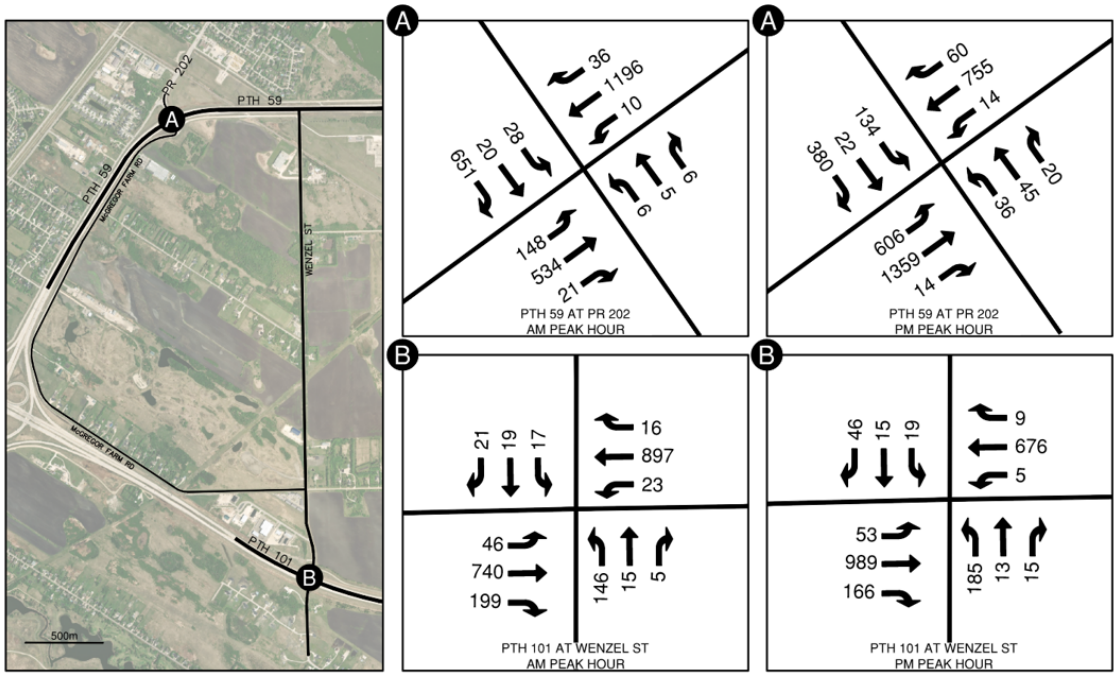



*Figure 5: Pre-Development Volumes – 2026 AM and PM Peak Hours*

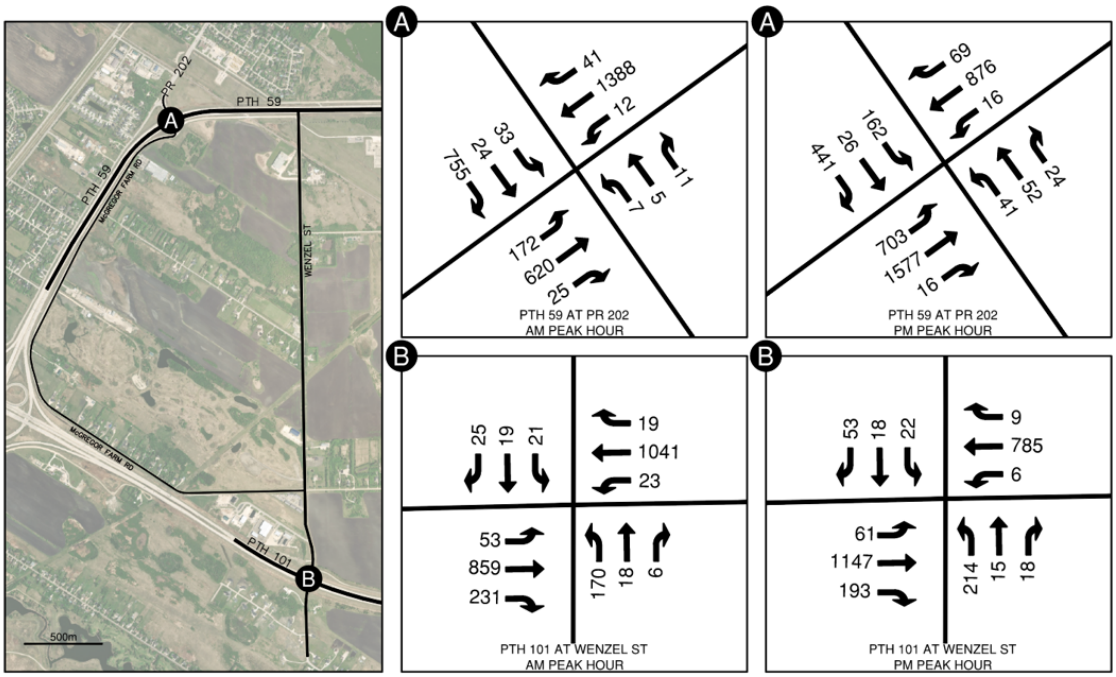



*Figure 6: Pre-Development Volumes – 2036 AM and PM Peak Hours*

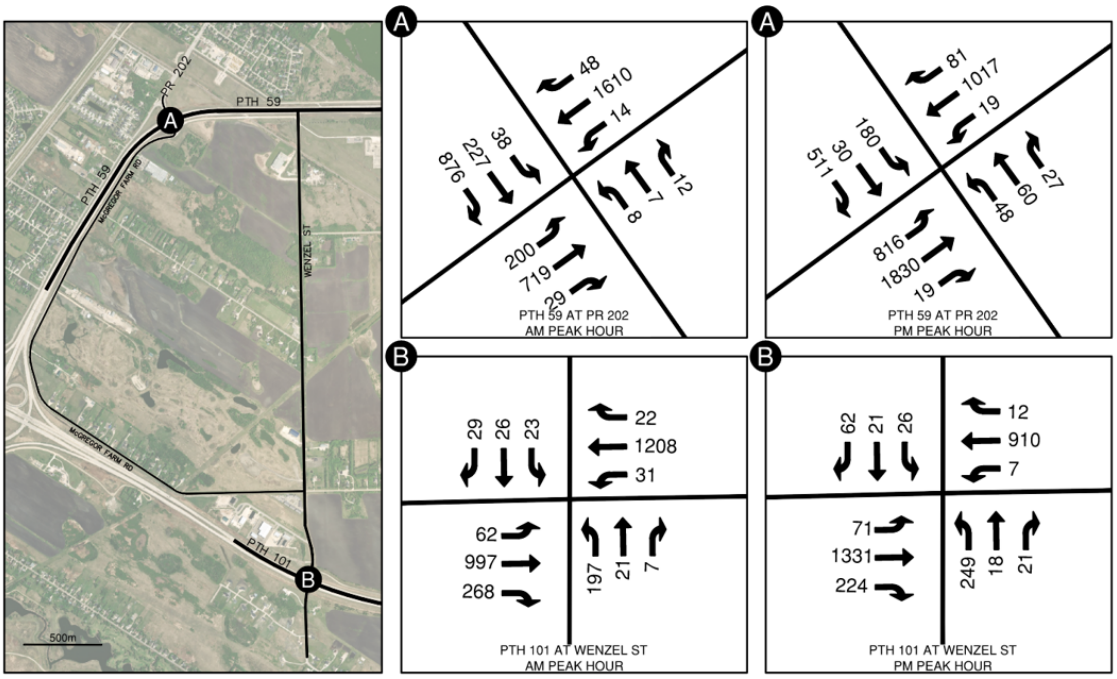



*Figure 7: Pre-Development Volumes – 2046 AM and PM Peak Hours*

## 3.2 Development Related Volumes

### 3.2.1 Development Related Traffic

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition* provides trip generation data for many land uses and is used by jurisdictions across Canada and the USA. Trip generation for the proposed subdivision was based on The Meadows site plan dated February 2026, which identifies the proposed development layout, the projected type of units (residential, commercial), and other various features of the submission. For refence, the site plan is included as **Figure 3** above or as **Appendix A**. Overall the proposed development is projected to include 2,393 residential units and 4.39 acres of commercial (i.e., grocery store, gas station) and 24 units of light commercial (appox. 48,000 sq ft) via mixed-use commercial/residential units for local activities of flowers, crafts stores, fitness studio, medical/dental offices, restaurants, small office spaces, etc. In general terms, the following development types apply.

- 607 units of Single-Family Homes
- 823 units of Multi-Family Homes (up to 5 storeys)
- 617 units of Townhouses
- 62 units of Side-by-Side Homes
- 184 units of Senior Housing
- 100 units of Assisted Living
- Commercial Space – 10,000 $ft^2$ (assumed a Liquor Store)
- Commercial Space (small mixed-use) – 24 units of up to 1,320 $ft^2$ to 3,000 $ft^2$

- 1.35 Acre Day Care Facility (45 children)
- 4.39 Acre Light Commercial Area
    - Grocery Store (50,000 $ft^2$ gross floor area)
    - Gas Station (4 pumps)

Trip generation data is provided in Table 1 below.

*Table 1: ITE Land Use and Development Trip Generation*

| Description | ITE Land Use | No. of Units | AM Peak Hour (Total, Inbound / Outbound) | PM Peak Hour (Total, Inbound / Outbound) | Weekday |
|---|---|---|---|---|---|
| **RESIDENTIAL UNITS** | | | | | |
| Single Family Houses | 210 – Single Family Detached Housing | 607 | 412 total (111 in / 301 out) | 506 total (314 inbound / 192 outbound) | 5,164 vpd |
| Townhomes | 220 – Multi-Family Housing (Low Rise) | 617 | 229 total (55 in / 174 out) | 304 total (188 in / 118 out) | 3,594 vpd |
| Apartments | 221 – Multi-Family Housing (Mid Rise) | 823 | 338 total (78 in / 260 out) | 299 total (192 in / 107 out) | 3,727 vpd |
| Senior Housing | 251 Senior Adult Housing – Single Family | 138 | 49 total (17 in / 32 out) | 57 total (35 in / 22 out) | 774 vpd |
| Senior Housing | 252 – Senior Adult Housing – Multi-Family | 46 | 9 total (3 in / 6 out) | 12 total (6 in / 6 out) | 150 vpd |
| Senior Housing | 254 – Assisted Living | 100 | 19 total (11 in / 8 out) | 24 total (9 in / 15 out) | 414 vpd |
| **COMMERCIAL UNITS** | | | | | |
| Commercial | 932 - High Turnover (Sit Down) Restaurant | 4 ea. x 3,000 s.f. | 108 total (59 in / 49 out) | 112 total (68 in / 44 out) | 1,244 vpd |
| Commercial | 720 - Medical-Dental Office Building | 3 ea. x 2,500 s.f. | 9 total (6 in / 3 out) | 7 total (3 in / 4 out) | 78 vpd |
| Commercial | 712 - Small Office Building | 13 ea. x 1,320 s.f. | 26 total (21 in / 5 out) | 39 total (13 in / 26 out) | 247 vpd |
| Commercial | 494 - Boutique Fitness Studio | 3 ea. x 1,500 s.f. | 54 total (27 in / 27 out) | 36 total (30 in / 6 out) | 186 vpd |
| Commercial | 899 - Liquor Store | 1 ea. at 10,000 s.f. | 7 total (5 in / 2 out) | 150 total (75 in / 75 out) | 1,040 vpd |
| Commercial | 945 - C-Store / Gas Station | 4 fueling stations | 55 total (27 in / 28 out) | 63 total (32 in / 31 out) | 1,048 vpd |
| Commercial | 850 - Supermarket | 50,000 s.f. | 148 total (88 in / 60 out) | 436 total (218 in / 218 out) | 4,634 vpd |
| Commercial | 565 - Day Care Centre | 45 children | 38 total (20 in / 18 out) | 40 total (19 in / 21 out) | 166 vpd |

The result of the gross trip generation for The Meadows development is as follows:

- AM Peak Hour
    - Total Hourly Volume is 1,519 vehicles per hour; further summarized as 543 vehicles inbound and 976 vehicles outbound.
- PM Peak Hour
    - Total Hourly Volume is 1,922 vehicles per hour; further summarized as 1,203 vehicles inbound and 889 vehicles outbound.
- Daily Traffic Volumes was identified as 22,466 vehicles per day.

### 3.2.2 Internal Capture

Consideration for internal capture must be made for The Meadows. An internal capture rate can generally be defined as the percentage of total person trips generated by a site that are made entirely within the site, or in other words, the people that live, stay, work, and play within the subdivision without creating external trips from the subdivision.

Typically, the internal capture rate applies to the PM peak hour due to the time of day for activities, shopping, retail activity, and other factors. As such, the internal capture rate was estimated and implemented for the PM peak hour only.

Advancing on the relationships of the commercial, retail, and residential activities proposed for The Meadows during the PM peak hour, the assessment for internal capture rate was completed as outlined in the ITE *Trip Generation Handbook*., 3rd Edition The total capture rate specific to this development layout was identified to be 8.0%, resulting in a total development related traffic generation identified as follows:

- AM Peak Hour is 1,519 vehicles per hour
- PM Peak Hour is 1,768 vehicles per hour
- Daily Traffic Volume was identified as 20,668 vehicles per day

### 3.2.3 Public Transit and Modal Splits

No allowance has been made for the servicing of the development with transit by the City of Winnipeg transit authority (Winnipeg Transit), nor is there transit service supplied by the RM of East St. Paul. Therefore, no reduction was applied to trip generation for transit for The Meadows. At this time, it is unknown whether transit service could be extended to service The Meadows however it is unlikely within the 20-year time frame of development.

Regarding modal splits, the proposed development is located in an area with mostly undeveloped land and scattered rural residential development and there are few complimentary land use origins or destinations within convenient walking or cycling distance. Outside of The Meadows development. there are no dedicated active transportation facilities in the area or planned for future development that would connect the development to north Winnipeg or East. St. Paul. As such, the trip generation estimates were not reduced for public transit and modal split activities.

### 3.2.4 Pass-By Traffic

Pass-by trip percentages are applicable only to trips that enter or exit the adjacent street or road system. Pass-by trips are relevant to commercial entities such as coffee shops or gas stations. Effectively, these trips are intercepted from the adjacent road system, passed through the gas station / coffee shop establishment, then re-applied to the adjacent road system in the same direction of travel. For The Meadows development, no Pass-By trip reductions were implemented due to the format, location, and style of commercial activity within the development.

### 3.2.5 Development Related Distributions

There are a few points to consider when assessing the distribution of development volumes and to what intersection traffic would consider. Discussed in **Section 2.4.1**, there is unknown and unlikely development to the north of the Meadows for the longer-term future and, as such, additional development in the area is unlikely and was agreed upon by all parties that no further development is to be considered for this traffic study analysis.

As such, The Meadows development can be considered as a standalone entity with two points of access and egress. Looking at both local and regional contexts, the following items need to be considered:

- *First Large-Scale Development* – The Meadows development is the first large-scale residential development bounded within PTH 59, PTH 101 and the Red River Floodway. On the interim, The Meadows development will be “isolated” from the lack of adjacent developments for the foreseeable future. Without additional internal north-south roads within the larger land mass bounded by PTH 59/PTH 101/Red River Floodway nor adjacent neighborhood characteristics of residential and commercial development, quick access in and out of the development will be the preferred option for local residents within the 20-year time frame of this TIS.
- *General Mass of the Development* – In general terms, The Meadows is fronting PTH 101 and has easy access to Wenzel Street and the signalized intersection on PTH 101. The use of Wenzel Street and PTH 101 also leads to quick access westerly to the PTH 59 at PTH 101 interchange or continued movement to the south on PTH 59. The use of the PTH 59 at PR 202 signalized intersection increases the drivetime and length of access to/from The Meadows considering it is generally 2.0 kilometres away in one direction, then generally 2.0 kilometres back to the PTH 59 at PTH 101 interchange. For the Wenzel Street access, the PTH 101 signalized intersection is 1.3 kilometres away then 2.3 kilometres to the interchange.

With an overview of the development and adjacent long-term development, the development related volume distribution at the study intersections is as follows:

- PTH 59 at PR 202
    - 65% of the total development related volumes will use the at-grade signalized intersection of PTH 59 at PR 202.
- PTH 101 at Wenzel Street
    - 35% of the total development related volumes will use the at-grade signalized intersection at PTH 101 at Wenzel Street.

**Figure 8** provides a pictorial of the development-related volume distributions specific to each study intersection.

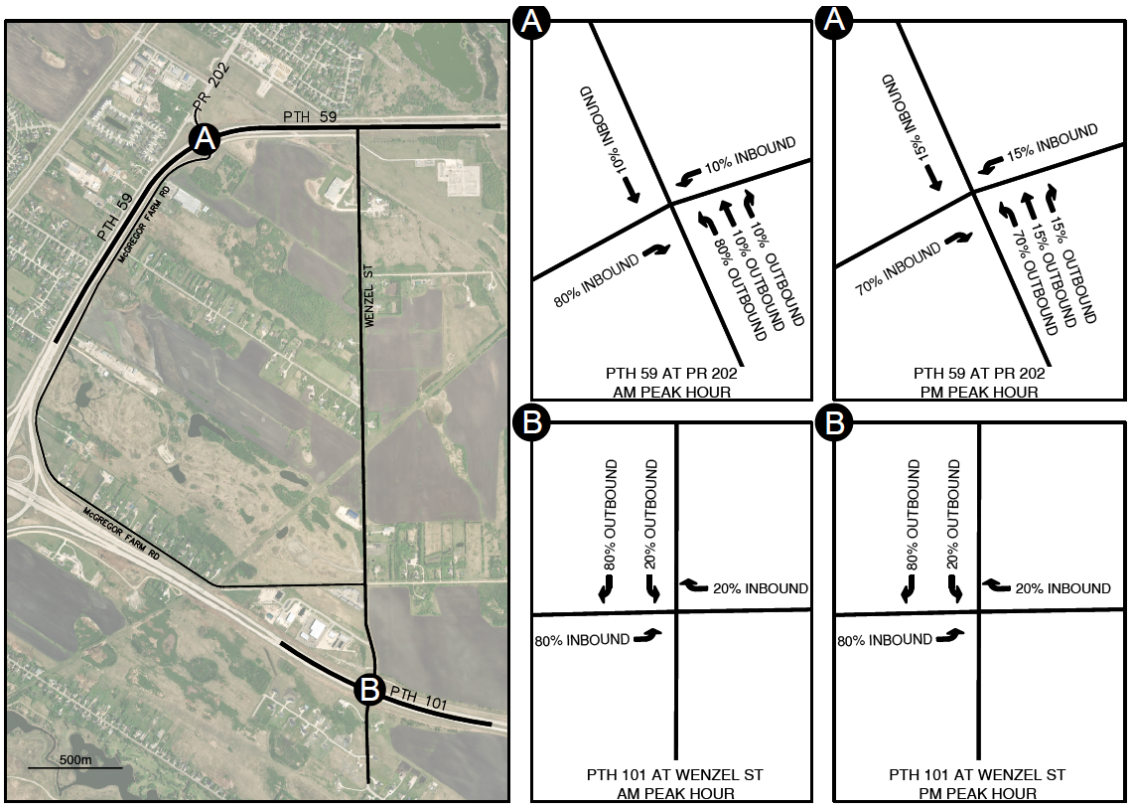



*Figure 8: AM and PM Peak Hour Distribution for PTH 59 at PR 202 and PTH 101 at Wenzel Street*

### 3.2.6 Post-Development Traffic Volumes

With the background traffic, development traffic and distribution of trips identified, the post development traffic volumes were developed and forms the basis for pre- and post-development analysis.

**Figures 9** and **10** identify the 2036 and 2046 Post-Development volumes implemented for purposes of the detailed traffic analysis.

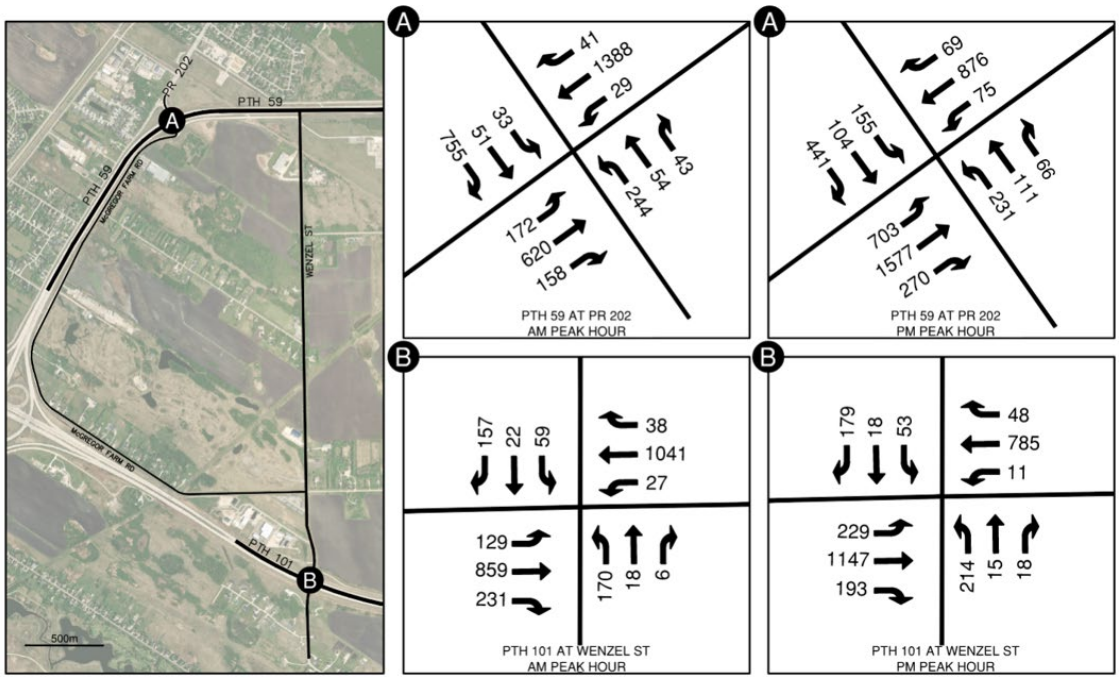



*Figure 9: Post-Development Volumes at 50% Buildout – 2036 AM and PM Peak Hours*

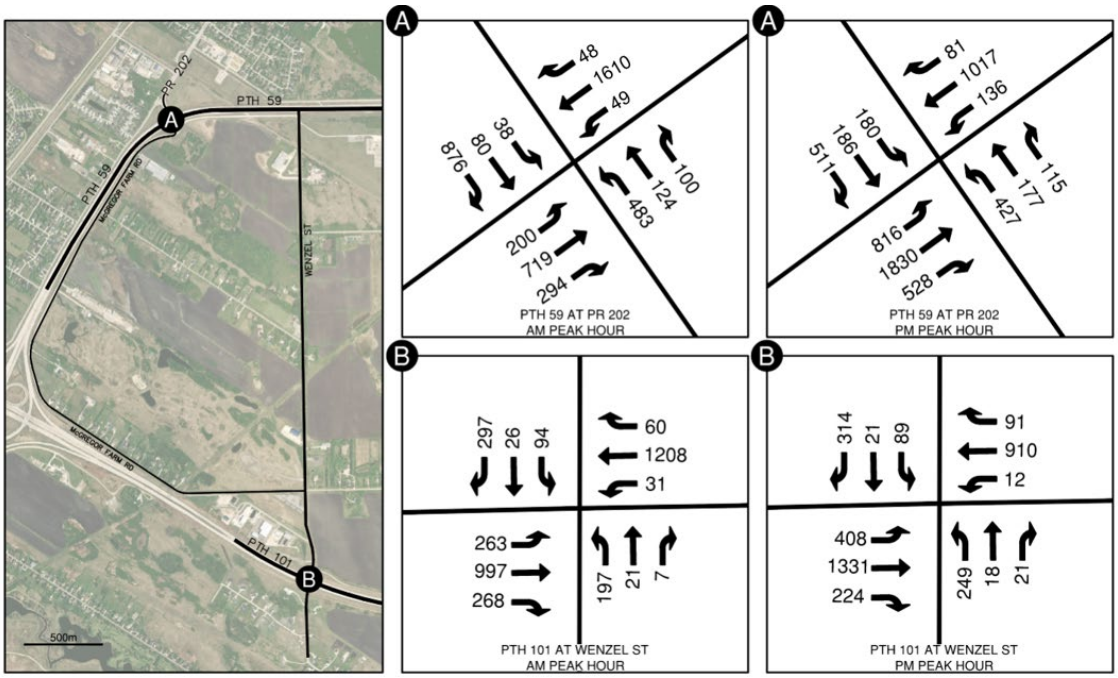



*Figure 10: Post-Development Volumes at 100% Buildout – 2046 AM and PM Peak Hours*

# 4 Traffic Analysis

The purpose of the traffic analysis is to determine the performance of the study intersections under various traffic scenarios and—if required—to develop traffic control and/or geometric modifications to improve performance. Recall from **Section 2.6** that the four (4) traffic scenarios are:

- **2036 Pre-Development Conditions** – background traffic conditions and no traffic from the proposed subdivision during the AM and PM peak hours.
- **2046 Pre-Development Conditions** – background traffic conditions and no traffic from the proposed subdivision during the AM and PM peak hours.
- **2036 Post-Development Conditions** – background traffic conditions and 50% buildout of The Meadows Subdivision during the AM and PM peak hours.
- **2046 Post-Development Conditions** – background traffic conditions and 100% buildout of The Meadows Subdivision during the AM and PM peak hours.

## 4.1 Existing Intersection Configurations

The existing at-grade signalized intersection geometry and lane assignment were used as a starting basis for the traffic analysis, including thru lanes, turn lanes, acceleration lanes, deceleration lanes, right-turn cut-offs and other lane features. Acceleration and deceleration lanes are measured from the stop bar on the lane to halfway through the taper length.

For clarification and simplification, PTH 59 is considered as northbound and southbound, with PR 202 and McGregor Farm Road considered as the east-west directions.

The site geometry is identified in the following bullets and accompanied by conceptual sketches in **Figure 11** and **12** below.

- PTH 59 at PR 202 – this is an at-grade signalized intersection.
    - Northbound approach on PTH 59
        - Three thru lanes. It is recognized that 225 north of the intersection, the northbound lanes reduce to two thru lanes.
        - Dual left-turn lanes; length of 280 metres.
        - One northbound to eastbound deceleration lane; length of 185 metres. No right-turn cut-off.
    - Southbound approach on PTH 59
        - Two thru lanes. It is recognized that immediately south of the intersection, the eastbound-to-southbound right from PR 202 to PTH 59 extends as a third southbound lane.
        - One southbound-to-westbound right turn with a right-turn cut-off using a 60 metre radius.

- Eastbound Approach on PR 202
  - One thru lane.
  - One eastbound-to-northbound left-turn lane; length of 60 metres.
  - One eastbound-to-southbound right-turn lane with a right-turn cut-off with a radius of 60 metres. It is recognized that this lane changes to a continuous southbound thru lane to beyond the PTH 59 at PTH 101 interchange.
- Westbound Approach on McGregor Farm Road
  - One combined thru + right-turn lane. There is no right-turn cut-off.
  - One westbound-to-southbound left-turn lane with a storage length of 50 metres.

- PTH 101 at Wenzel Street – this is an at-grade signalized intersection.
  - Eastbound approach on PTH 101
    - Two thru lanes.
    - One eastbound-to-southbound right-turn deceleration lane with a length of 280 metres. There is no right-turn cut-off.
    - One eastbound-to-northbound left-turn lane with a length of 200 metres. It is noted the left-turn lane is a slot left.
  - Westbound approach on PTH 101
    - Two thru lanes.
    - One westbound-to-northbound right-turn lane with a length of 180 metres. There is no right-turn cut-off.
    - One westbound-to-southbound left-turn lane with a length of 180 metres. It is noted the left-turn lane is a slot left.
  - Northbound approach on Wenzel Street
    - One combined left + thru + right lane.
  - Southbound approach on Wenzel Street
    - One combined thru + left-turn lane.
    - One southbound-to-westbound right-turn lane with a length of 50 metres. No right-turn cut-off.

*Figure 11: Lane Geometry at PTH 59 and PR 202 – Distant View*

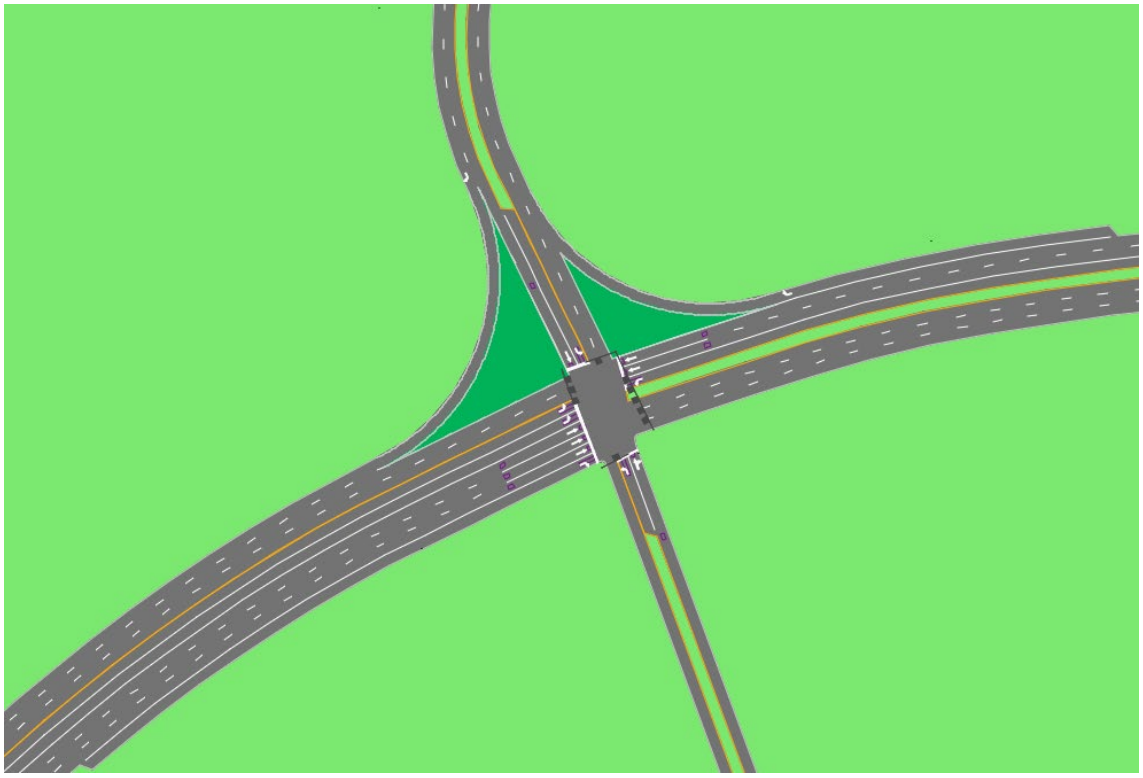


*Figure 12: Lane Geometry at PTH 59 and PR 202 – Near View*

*Figure 13: Lane Geometry at PTH 101 and Wenzel Street – Distant View*

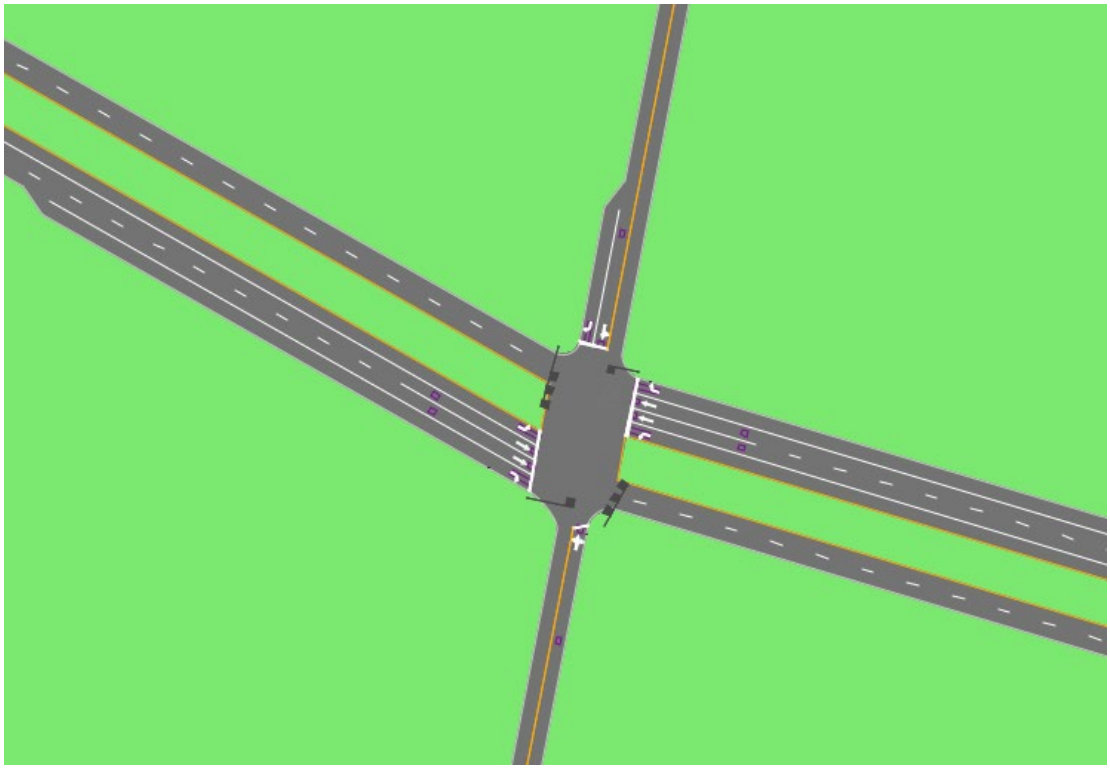


*Figure 14: Lane Geometry at PTH 101 and Wenzel Street – Near View*

## 4.2 Peak Hour Traffic Operations Analysis

### 4.2.1 Vehicle Delay Based Intersection Analysis (Highway Capacity Manual Methodology)

Traffic analyses for signalized and unsignalized intersections are typically conducted using methodology developed by the Transportation Research Board (TRB) and published in the *Highway Capacity Manual* (HCM). Most of the analyses are based on vehicle delay under various traffic volumes, roadway configurations, and traffic control strategies. The delay estimates are used as the basis for evaluating intersection performance. According to the HCM, the relative performance of an intersection can be measured using several different factors including:

- **Level of Service (LOS)** – Based on the average vehicle delay during a 15-minute analysis period. Levels of Service range from A (minimal delay) to F (unacceptable delay) and may be measured on an intersection, approach, or movement basis.
- **Degree of Saturation** – The ratio of demand flow rate (v) to maximum capacity (c). Where the v/c ratio is 1.0 or greater, the intersection is operating at full capacity and experiencing major congestion.
- **Vehicle Delay** – The average time that vehicles are delayed on an intersection, approach, or movement basis. Measured in seconds of delay per vehicle or total hours of delay during the peak hour being analyzed.

For design and planning purposes, an intersection LOS D or better under peak hour conditions is considered acceptable. **Table 2** describes the characteristics of the LOS for signalized intersections as listed in the HCM.

*Table 2: Signalized Intersections - HCM Level of Service Characteristics*

| HCM Level of Service | Average Signal Delay per Vehicle (sec/veh) | Characteristics |
|---|---|---|
| A | ≤ 10 | Free flow, low volumes and high speeds, most drivers can select own speed |
| B | > 10 and ≤ 20 | Stable flow, speed restricted slightly by traffic |
| C | > 20 and ≤ 35 | Stable flow, speed controlled by traffic |
| D | > 35 and ≤ 55 | Approaching unstable flow, low speed |
| E | > 55 and ≤ 80 | Unstable flow and speeds, volumes at/near capacity |
| F | > 80 | Forced flow, low speed, volume above capacity |

### 4.2.2 Intersection Capacity Utilization

Intersection Capacity Utilization (ICU) is another measure used to evaluate intersection performance. It is expressed as a ratio or percentage of intersection capacity used by the demand flow. ICU can be expressed using Level of Service (ICU LOS), which is not equivalent to the HCM LOS described earlier. The characteristics of each ICU LOS are described in

**Table** 3.

*Table 3: ICU Level of Service*

| Level of Service | Intersection Capacity Utilization (%) | Characteristics |
|---|---|---|
| A | ≤ 60% | The intersection has no congestion. A cycle length of 80 sec. or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40% more traffic on all movements. |
| B | > 60% and ≤ 70% | The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30% more traffic on all movements. |
| C | > 70% and ≤ 80% | The intersection has no major congestion. Most traffic should be served on the first cycle. A cycle length of 100 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20% more traffic on all movements. |
| D | > 80% and ≤ 90% | The intersection normally has no congestion. The majority of traffic should be served on the first cycle. A cycle length of 110 sec. or less will move traffic efficiently. Traffic fluctuations, accidents, lane closures and sub-optimal timing can cause congestion. This intersection can accommodate up to 10% more traffic on all movements. |
| E | >90% and ≤ 100% | The intersection is on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 sec. is required to move all traffic. Minor traffic fluctuations, accidents, lane closures and sub-optimal timing can cause significant congestion. This intersection has less than 10% reserve capacity available. |
| F | > 100% and ≤ 110% | The intersection is over capacity and likely experiences congestion periods of 15 to 60 min. per day. Residual queues at the end of green are common. A cycle length over 120 sec. is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Sub optimal signal timings can cause increased congestion. |
| G | > 110% and ≤ 120% | The intersection is 10% to 20% over capacity and likely experiences congestion periods of 60 to 120 min. per day. Long queues are common. A cycle length over 120 sec. is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the Peak Hour. Signal timings can be used to "ration" capacity to the priority movements. |
| H | > 120% | The intersection is 20% over capacity and could experience congestion periods of over 120 min. per day. Long queues are common. A cycle length over 120 sec. is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the Peak Hour. Signal timings can be used to "ration" capacity to the priority movements. |

Highway Capacity Manual Level of Service (HCM LOS) and Intersection Capacity Utilization Level of Service (ICU LOS) are different performance measures and cannot be directly compared. HCM LOS is delay-based, while ICU LOS is capacity-based. At times the two (2) measures will give very different evaluations of overall traffic operations. In these situations, the HCM LOS can be used to determine average delays experienced by traffic while the ICU LOS can be used to determine how much reserve capacity is available at each intersection and how frequently each intersection experiences congestion.

## 4.3 Peak Hour Traffic Operations Analysis

The peak hour traffic operations analysis was completed using *Synchro Studio 12* (Synchro) software. Synchro allows users to model traffic operations for street networks including signalized and unsignalized intersections. Traffic operations performance is returned in the form of volume to capacity (v/c) ratios, intersection capacity utilization (ICU), delays, level of service (LOS), and queue lengths.

In each of the analyses, reported performance includes delay, LOS, and ICU at the overall intersection level, and performance for critical movements. A critical movement is a movement that meets at least one these criteria:

- Operating at LOS D or worse
- Volume to capacity (v/c) ratio of 0.85 or greater
- 95% percentile queue lengths exceed available queue storage lengths

Synchro traffic analysis reports are included in **Appendix C**.

### 4.3.1 Assumptions

The peak hour traffic operations analysis was based on the following assumptions:

- All legal intersection movements were assumed to have a volume of at least 5 vehicles per hour (vph) during the AM and PM peak hours.
- Ideal saturated flow rate for the HCM analysis was 1,900 veh/hr (equivalent to1,800 pcu/hr in the *Canadian Capacity Guide*).
- Operating speed was assumed to be equal to the posted speed limit.
- Peak hour factors (PHFs) for existing scenarios were set to observed field values, provided those values were at least 0.80. Observed values lower than 0.80 were changed to 0.80. PHFs for future scenarios were set to a default value of 0.92.
- The traffic signal at PTH 59 and PR 202 was set to operate under semi-actuated uncoordinated control, resting on PTH 59 through movements. Modifications would be applied as required.
- Traffic signal clearance intervals were set to 4 second amber intervals and 2 second all-red intervals.
- At PTH 59, the northbound and southbound left-turn movements operate under a protected signal phase; no free-left turns (i.e., permitted turns) are permitted due to high travel speeds and public safety.
- At PTH 101, the eastbound and westbound left-turn movements operate under a protected signal phase; no free-left turns (i.e., permitted turns) are permitted due to high travel speeds and public safety.
- Where present, pedestrian crossings at signalized intersections were analyzed with at least five pedestrian crossing calls per hour.

The following sections provide discussion and analysis results from each of the analysis scenarios.

### 4.3.2 Pre-Development Traffic Scenarios

As mentioned above within this report, PTH 59 is considered as the northbound and southbound directions, with PR 202 and McGregor Farm Road considered as the east-west directions. This allows for 90-degree

cardinal directions (i.e. northbound, westbound) as opposed to using 45-degree directional call-outs (i.e., northwest bound, southeast bound).

#### 4.3.2.1 2036 Pre-Development Scenario

For the 2036 Pre-Development conditions, the original signal cycle length was maintained and only the signal timing splits were optimized. The analysis reviewed any pre-development operational concerns and the effective mitigative efforts to satisfy the required LOS D or better operational requirements.

The 2036 and 2046 Pre-Development results of the Synchro traffic analysis are described in **Table 4** below. The table identifies some of more critical individual movements within the intersection operations.

*Table 4: 2036 Pre-Development Traffic Operations Analysis*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2036 AM (PM) Peak Hour Pre-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | B / 13 / 72.4% (C / 26 / 73%) | AM<br>NB - B / 11 / 23 SB - B / 19 / 150<br>EB - A / 4 / 11 WB - C / 35 / 9<br><br>PM<br>NB - C / 21 / 87 SB - C / 26 / 125<br>EB - D / 37 / 28 WB - C / 20 / 19 | AM Peak<br>NBL (PTH 59) - D / 37 / 0.43 / 26<br>SBL (PTH 59) - D / 44 / 0.14 / 8<br>EBL (PR202) - D / 37 / 0.20 / 15<br>PM Peak<br>EBL (PR 202) - D / 46 / 0.88 / 95<br>SBL (PTH 59) - E / 65 / 0.35 / 11<br>WBL (PR 202) - E / 71 / 0.84 / 69 |
| PTH 101 at Wenzel St (Traffic Signal) | C / 25/ 67% (C / 26 / 73%) | AM<br>NB – E / 56 / 89 SB – C / 24 / 21<br>EB - B / 17 / 117 WB - C / 28 / 170<br><br>PM<br>NB - D/ 50 / 113 SB - B / 19 / 19<br>EB - C / 26 / 32 WB - C / 26 / 106 | AM Peak<br>EBL - E / 63 / 0.36 / 34<br>WBL - E / 66 / 0.25 / 21<br>NB Combined - E / 56 / 0.72 / 89<br>PM Peak<br>EBL - E / 59 / 0.40 / 32<br>WBL - E / 58 / 0.07 / 7<br>NB Combined - D / 50 / 0.72 / 113 |

**PTH 59 at PR 202**

The AM and PM movements with LOS D or E are listed above. The AM peak hour southbound-to-eastbound left movement yields a LOS E is due to the 162 vpd which is difficult to accommodate due to high thru volumes on PTH 59. The southbound-to-eastbound movement has a LOS E as this is a very minor movement and is prescribed a low green interval during the signal cycle length. This southbound-to-eastbound movement is a low volume movement to the overall intersection and is not considered for mitigation measures.

**PTH 101 at Wenzel Street**

During the AM and PM peak hour, the northbound approach on PTH 101 at Wenzel Street includes only a single lane of traffic to support the high-volume northbound left with 170 vph in the AM and 214 vph in the PM), thru movements (<25 vph) and right-turn movement (<25 vph). This results in the LOS D with 50 seconds of delay.

Noted from on-site conditions, the shoulder on the northbound approach is being used by the public to accommodate the northbound-to-eastbound right-turn movement and the occasional northbound thru movement. Under 2036 Pre-Development conditions, it is recommended to reconfigure the northbound approach to yield a dedicated left-turn lane and a separate combined thru + right-turn lane and consider a northbound left-turn protected movement to support the high turn volumes. The northbound left-turn during the AM peak hour is 185 vehicles per hour and during the PM peak hour the movement is 214 vehicles per hour.

#### 4.3.2.2 2046 Pre-Development Scenario

Similar to the 2036 conditions, the 2046 Pre-Development conditions implemented the original signal cycle length and only the signal timing splits were optimized. The analysis reviewed any pre-development operational concerns and the effective mitigative efforts to satisfy the required v/c <1.0 objective and an approach LOS D or better for operational requirements.

The results are presented in **Table 5** below.

*Table 5: 2046 Pre-Development Traffic Operations Analysis*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2046 AM (PM) Peak Hour Pre-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | B / 13 / 72.4% (C / 33 / 86.4%) | AM<br>NB – B / 11 / 28 SB - C / 28 / 213<br>EB – A / 5 / 0.13 / 12 WB - C / 34 / 9<br><br>PM<br>NB - C / 27 / 108 SB - D / 42 / 150<br>EB - D / 37 / 14 WB - D / 42 / 32 | AM Peak<br>NBL (PTH 59) - D / 39 / 0.54 / 29<br>SBL (PTH 59) - D / 44 / 0.19 / 9<br>SBL (PR 202) - D / 37 / 0.24 / 16<br>PM Peak<br>NBL (PTH 59) - E / 65 / **0.99** / 129<br>SBL (PTH 59) - D / 52 / 0.25 / 12<br>EBL (PR 202) - **F / 140 / 1.11** / 86<br>EBT - D / 37 / 0.12 / 14<br>WBL (McGregor) - D / 41 / 0.28 / 20<br>WBT (McGregor) - D / 43 / 0.39 / 32 |
| PTH 101 at Wenzel St (Traffic Signal) | C / 25/ 67% (C / 30 / 73.7%) | AM<br>NB - E / 71 / 112 SB - C / 28 / 24<br>EB - C / 20 / 145 WB - C / 34 / 221<br><br>PM<br>NB - E / 71 / 143 SB - C / 21 / 22<br>EB - C / 25 / 134 WB - C / 31 / 134 | AM Peak<br>EBL - E / 69 / 0.45 / 34<br>WBL - E / 68 / 0.29 / 20<br>NB Combined - E / 71 / 0.83 / 112<br>PM Peak<br>EBL - E / 62 / 0.47 / 35<br>WBL - E / 59 / 0.08 / 8<br>NB Combined - E / 71 / 0.89 / 143 |

As noted above, there are operational issues at the intersection of PTH 59 and PR 202 during the PM peak hour for 2046 Pre-Development traffic volumes based on the use of the existing signal cycle length and optimizing the signal cycle splits. In the PM peak hour, the northbound left-turn movement yields a v/c = 0.99 and the eastbound-to-northbound left-turn movement yields a LOS F with a v/c of 1.11 due to the 180 vehicles per hour. Effectively, the northbound left and the eastbound left are at, or are over, their maximum capacity to support traffic. Minor changes in traffic conditions will develop into high delays, queue lengths and continue operational issues.

Several options were considered for mitigating the poor 2024 PM Peak Pre-Development operational results. These include:

- *Signal Cycle Lengths* - using the current intersection geometry, the natural cycle length was found to be 90 seconds. Changing the signal cycle length from 70 to 120 seconds did not result in adequate operational improvement.
- *Geometry Change: Adding a 2nd Eastbound-to-Northbound Left-Turn Lane* – for 2046 PM peak conditions, the movement is projected at 180 vehicles per hour under the existing one-lane configuration. Adding the 2nd eastbound-to-northbound left-turn lane requires fully protected left-turn operation and coupled with optimization of the cycle length and signal splits did not achieve all movements under a v/c of < 1.0. The northbound-to-westbound movement and the eastbound-to-northbound movement remained at a v/c >1.0.
- *Geometry Change: Adding a 3rd Northbound-to-Westbound Left-Turn Lane* – For the 2046 PM peak hour conditions, the northbound-to-westbound left-turn is projected to be 816 vehicles per hour. Adding a 3rd left-turn lane should provide enhanced traffic operations at the intersection. However, with this change, there were minor operational improvements but not all approaches achieved the LOS better than F and two movements maintained a v/c of over 1.0; meaning the movements are over the capacity of what the intersection can accommodate.
- *Geometry Change: Adding a 3rd Northbound-to-Westbound Left-Turn Lane AND Adding a 2nd Eastbound-to-Northbound Left-Turn Lane* – the combination of adding the 2nd eastbound-to-northbound left-turn lane (fully protected) and the 3rd northbound-to-westbound left-turn lane (fully protected) achieved adequate intersection performance where all traffic movement have a LOS E or better and yield a v/c of 0.95 or less. The 2046 PM peak hour Pre-Development results are provided in **Table 6** below.

*Table 6: 2046 PM Peak Hour Pre-Development Traffic Operations Analysis – Inclusion of a 3rd NBL and a 2nd WBL Lane at PTH 59 and PR 202*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2046 AM (PM) Peak Hour Pre-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | (C / 29 / 73.1%) | PM<br>NB - C / 27 / 119 SB - D / 36 / 139<br>EB - E / 59 / 39 WB - B / 18 / 12 | PM Peak<br>NBL (PTH 59) - E / 56 / 0.95 / 82<br>SBL (PTH 59) - E / 62 / 0.38 / 13<br>EBL (PR 202) - E / 66 / 0.80 / 39<br>WBL (McGregor) - E / 59 / 0.66 / 39 |

An alternative method to enhance traffic operations was the implementation of a northbound-to-westbound flyover. In other words, removing the high-volume northbound-to-westbound left-turn movements from the signalized intersection and using the above grade (or below grade) uninterrupted interchange fly-over to add significant improvements to the overall intersection improvements. Initial Synchro modelling with the northbound fly-over ramp identifies substantial improvements in overall intersection operations and for individual turning movements throughout the intersection of PTH 59 at PR 202.

#### 4.3.2.3 Pre-Development Scenario Summary

A summary of the 2036 and 2046 Pre-Development traffic analysis is as follows:

- PTH 59 at PR 202
    - Include a 3rd northbound-to-westbound left-turn lane on PTH 59 coupled with a 2nd eastbound-to-northbound left-turn lane on PR 202 to provide adequate capacity at the signalized at-grade intersection for the projected future background traffic conditions.
- PTH 101 at Wenzel Road
    - For the northbound approach, it is recommended to redevelop the single lane left+thru+right lane and install a dedicated left turn lane operating under permitted + protected traffic signal operation.

The above at-grade geometry changes are considered as part of the base geometric conditions for the future analysis for both the 2036 and 2046 Post-Development conditions.

### 4.3.3 Post-Development Traffic Scenarios

For the 2036 Post-Development conditions, it is fully understood that the intersection of PTH 59 at PR 202 has little to no remaining capacity at the future 2036 and 2046 pre-development time frames. For the purposes of the post-development analysis, the signal cycle length was reviewed for natural cycles, considered changes in cycle length changes (i.e., shorter or longer cycle lengths) and the signal timing splits were optimized. The improved geometry identified during the pre-development conditions were used for the initial assessment of post-development conditions. Further modifications were implemented based on the traffic analysis findings.

As outlined above, the 2046 Pre-Development conditions required the inclusion of a 3rd northbound-to-westbound left-turn lane and the 2nd eastbound-to-northbound left-turn lane to achieve satisfactory intersection operations. These additional lanes will form a partial basis for improvements required before The Meadows advanced to development.

Similar to the pre-development conditions, the post-development analysis will identify operational concerns and the effective mitigative efforts to satisfy the required v/c < 1.0 and an approach LOS D or better. requirements.

#### 4.3.3.1 2036 Post-Development Scenario

Under the 2036 Post-Development scenario, it is recognized that the post-development volumes on the westbound-to-southbound movement is estimated at 244 vph in the AM peak hour and 231 vph in the PM peak hour. Based on the demonstrated limited remaining intersection capacity, this movement required a dual left-turn lane and a fully protected movement under the signal timing plans.

In summary, the geometric features included for traffic analysis include:

- PTH 59 at PR 202

- Inclusion of two westbound-to-southbound left-turn lanes on McGregor Farm Road; operating under fully protected signal phase
- Inclusion of a westbound-to-northbound right-turn lane on McGregor Farm Road
- Inclusion of two eastbound-to-northbound left-turn lanes on PR 202; operating under fully protected signal phase
- Modification to the traffic signal cycle length; optimization of the signal splits

- PTH 101 at Wenzel Street
  - Northbound lane change from a combined left+thru+right lane to a left-turn lane and a combined thru+right.

The 2036 Post-Development results of the Synchro traffic analysis are described in **Table 7** below.

*Table 7: 2036 Post-Development Traffic Operations Analysis*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2036 AM (PM) Peak Hour Post-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | C / 32 / 77.8% (D / 48 / 77.3%) | AM<br>NB – B / 17 / 34 SB - D / 49 / 200<br>EB – E / 73 / 22 WB - A / 6 / 21<br><br>PM<br>NB - D / 49 / 120 SB - D / 45 / 129<br>EB - C / 20 / 43 WB - E / 63 / 47 | AM Peak<br>NBL (PTH 59) - D / 46 / 0.53 / 28<br>SBT (PTH 59) - D / 50 / **1.00 / 200**<br>WB (McGregor) - F / 86 / 0.95 / 50<br>PM Peak<br>NBL (PTH 59) - **F / 102 / 1.11** / 120<br>SBL (PTH 59) - E / 56 / 0.56 / 30<br>EBT (PR 202) – E / 59 / 0.65 / 46<br>EBL (PR 202) – E / 68 / 0.85 / 45<br>WBL (McGregor) - E / 58 / 0.64 / 43 |
| PTH 101 at Wenzel St (Traffic Signal) | C / 28 / 69.5% (C / 33 / 73.0%) | AM<br>NB - E / 63 / 81 SB - C / 22 / 40<br>EB - B / 19 / 63 WB - C / 34 / 190<br><br>PM<br>NB – E / 60 / 127 SB - B / 17 / 33<br>EB - C / 27 / 168 WB - D / 48 / 129 | AM Peak<br>EBL - E / 63 / 0.59 / 63<br>WBL - E / 66 / 0.24 / 20<br>NBL - E / 66 / 0.74 / 81<br>SBL+R – D / 48 / 0.32 / 40<br>PM Peak<br>EBL - E / 64 / 0.76 / 97<br>WBL - E / 63 / 0.12 / 10<br>NBT+R - E / 60 / 0.78 / 127 |

As identified, there are marginal and substandard traffic operations at the intersection of PTH 59 and PR 202. During the AM peak hour, the southbound thru movement is 1,388 vph on two lanes and yields a v/c = 1.00 with a 200 metre queue. Minor changes in through traffic can result in large operational changes for this approach with higher approach delays. This southbound thru movement is considered marginal for traffic operations and future conditions analysis, but is considered acceptable for this traffic study. Further, the westbound-to-southbound left-turn movement operates under LOS F with 86 seconds of delay.

Advancing to review of the PM peak hour at PTH 59 and PR 202, the northbound approach operates at a LOS E with 63 seconds of delay and the northbound-to-westbound left-turn movement operates poorly with a LOS F, a v/c = 1.11, and a queue length of 120 metres. There are also four other individual movements

that operate at a LOS E. This is not considered acceptable for intersection operations or individual approach operations.

The PTH 59 at PTH 101 intersection has no remaining capacity and requires mitigation measures to enhance traffic operations.

#### *4.3.3.1.1 Consideration of a Third Northbound-to-Westbound Left Turn Lane*

In attempts to find solutions to improve the overall intersection operations and approach operations, a partial Synchro analysis of the 2035 Post-Development scenario included the addition of a 3rd northbound-to-westbound left-turn lane in combination with the 2nd eastbound-to-northbound left-turn lane (fully protected signal phase). With this additional geometric change, the 2036 PM peak hour Post-Development results are provided in **Table 8** below.

*Table 8: 2036 PM Peak Hour Post-Development Traffic Operations Analysis – Inclusion of a 3rd NBL and a 2nd WBL Lane at PTH 59 and PR 202*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2036 AM (PM) Peak Hour Pre-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | (B / 20 / 65.7%) | PM<br>NB - D / 41 / 108 SB - C / 29 / 95<br>EB - C / 21 / 35 WB - E / 63 / 43 | PM Peak<br>NBL (PTH 59) - **F / 99 / 1.10** / 75<br>SBL (PTH 59) - E / 59 / 0.61 / 33<br>WBT (McGregor) – E / 57 / 0.68 / 43<br>WBL (McGregor) - E / 70 / 0.85 / 52 |

It should be noted that due to the at-capacity intersection at PTH 59 and PR 202, any minor adjustments within Synchro provides highly variable results in the analysis results. However, with the application of the 3rd northbound-to-westbound left-turn lane assignment, there is a minor improvement in overall intersection and approach performance, but the lane assignment is still inadequate to support the minimum LOS and v/c results. The northbound left-turn movement yields a LOS F with 99 seconds if delay and a v/c = 1.10. Further mitigation measures are yet required.

#### *4.3.3.1.2 Consideration of a Third Southbound Thru Lane on PTH 59*

In the current conditions, there are two southbound thru lanes on PTH 59 through the signalized intersection. South of the intersection, there are three lanes but the 3rd lane is developed as part of the eastbound-to-southbound on-ramp from PR 202 to PTH 59. This analysis assumes the 3rd southbound lane through the intersection, maintaining the 2nd eastbound-to-northbound lane and the 3rd northbound-to-westbound lane, with results shown in **Table 9**.

*Table 9: 2036 PM Peak Hour Post-Development Traffic Operations Analysis – Inclusion of a 3rd NBL and a 2nd WBL, Three Southbound Lanes at PTH 59 and PR 202*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2036 AM (PM) Peak Hour Pre-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | B / 20 / 65.7% (D / 36 / 70.2%) | AM<br>NB – B / 15 / 34 SB - C / 24 / 99<br>EB – D / 51 / 19 WB - A / 5 / 19<br>PM<br>NB - D / 41 / 108 SB - C / 22 / 56<br>EB - E / 65 / 47 WB - B / 19 / 35 | AM Peak<br>NBL (PTH 59) - D / 37 / 0.46 / 25<br>SBT (PTH 59) - C / 24 / 0.77 / 99<br>WBL (McGregor) - E / 57 / 0.81 / 43<br>PM Peak<br>NBL (PTH 59) - **F / 99 / 1.10** / 75<br>SBL (PTH 59) - E / 59 / 0.61 / 33<br>WBT (PR 202) – E / 63 / 0.57 / 43<br>WBL (McGregor) - E / 70 / 0.85 / 52 |

With application of many additional lanes through the intersection, the northbound-to-westbound left-turn lane remains problematic from a traffic operations perspective. The 703 vehicles per hour movement operates at a LOS F with 99 seconds of delay and a v/v of 1.10. This is still not considered acceptable from aa traffic operations and planning perspective.

#### *4.3.3.1.3 Consideration of a Northbound-to-Westbound Flyover Lane*

An alternative method to enhance traffic operations was the implementation of a northbound-to-westbound flyover. In other words, removing the high-volume left-turn movements from the signalized intersection and using the above grade (or below grade) uninterrupted interchange fly-over to add significant improvements to the overall intersection improvements. Initial Synchro modelling with the northbound fly-over ramp identifies substantial improvements in overall intersection operations and for individual turning movements throughout the intersection of PTH 59 at PR 202.

#### *4.3.3.1.4 2036 Post-Development Scenario Conclusion*

To best satisfy the 2036 AM and PM peak hour Post-Development volumes with an approach LOS E or better and all intersection movements operating at a v/c <1.0, then the following additional intersection geometry is required:

- PTH 59 at PR 202
    - Inclusion of two westbound-to-southbound left-turn lanes on McGregor Farm Road; operating under fully protected signal phase
    - Inclusion of a westbound-to-northbound right-turn lane on McGregor Farm Road
    - Inclusion of two eastbound-to-northbound left-turn lanes on PR 202; operating under fully protected signal phase
    - Inclusion of a 3rd southbound thru lane on PTH 59
    - Inclusion of a 3rd northbound-to-westbound left-turn lane on PTH 59 to PR 202
    - Modification to the traffic signal cycle length; optimization of the signal splits

- PTH 101 at Wenzel Street
    - Northbound lane change from a combined left+thru+right lane to a left-turn lane and a combined thru+right.

With these lane assignment changes implemented, the PM peak hour still has operational challenge regarding volumes and capacity for the northbound-to-westbound left-turn with the projected 703 vph. The anticipated result for the northbound-to-westbound left is LOS F, delay of 99 seconds, and a v/c of 1.10. The v/c of 1.1 identifies the movement is still over capacity.

#### 4.3.3.2 2046 Post-Development Scenario

Based on the results of the 2036 Pre-Development and 2036 Post-Development analysis, additional improvements are identified as required to obtain reasonable operational requirements even during the pre-development analysis conditions; specifically to the PTH 59 at PR 202 at-grade signalized intersection. The 2046 Post-Development analysis includes the following changes to the base Synchro geometry:

- PTH 59 at PR 202
    - Inclusion of two westbound-to-southbound left-turn lanes on PR 202; operating under fully protected signal phase
    - Inclusion of a 3rd northbound-to-westbound left-turn lane on PTH 59 (pre-development requirement)
    - Inclusion of two eastbound-to-northbound left-turn lane on PR 202
    - Inclusion of a west-to-northbound right-turn lane on McGregor Farm Road
    - Modification to the traffic signal cycle length; optimization of the traffic signal splits

- PTH 101 at Wenzel Street
    - Northbound lane modification from a combined left+thru+right lane to a left-turn lane and a combined thru+right as a pre-development requirement. Use a northbound permitted + protected left-turn phase
    - Inclusion of a 2nd eastbound-to-northbound left-turn lane on PTH 101 to assist with the 408 vph left-turns. Maintain the fully protected left-turn phase due to posted speeds and public safety.
    - Reconfiguration of the southbound approach with to accommodate a separate right-turn lane, a thru lane and a left-turn lane. Use a southbound permitted+protected left-turn phase

As evidenced in **Table 10**, there remain intersection operational issues with the projected 2046 AM and PM Post-Development scenario at both PTH 59 at PR 202 and at PTH 101 and Wenzel Street. Additional scenarios are considered below to obtain a minimum operational requirement.

*Table 10: 2046 Post-Development Traffic Operations Analysis*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2046 AM (PM) Peak Hour Post-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | C / 34 / 77.4% (E / 61 / 87.1%) | AM<br>NB – B / 19 / 42 SB - D / 46 / 158<br>EB – E / 69 / 39 WB - A / 8 / 31<br>PM<br>NB - E / 60 / 162 SB - C / 33 / 78<br>EB - D / 48 / 87 WB - F / 131 / 68 | AM Peak<br>NBL (PTH 59) - D / 42 / 0.44 / 21<br>SBT (PTH 59) - **D / 46 / 0.99** / 158<br>WBL (McGregor) - **F / 86 / 1.02** / 88<br>EBL (PR 202) – D / 47 / 0.24 / 9<br>EBT (PR 202) – D / 49 / 0.47 / 31<br>PM Peak<br>NBL (PTH 59) - **F / 154 / 1.24** / 99<br>SBL (PTH 59) - C / 33 / 0.67 / 78<br>WBT (McGregor) – E / 60 / 0.77 / 68<br>WBL (McGregor) - **F / 183 / 1.28** / 87 |
| PTH 101 at Wenzel St (Traffic Signal) | D / 49 / 81.2% (D / 37 / 78.4%) | AM<br>NB - E / 64 / 52 SB - E / 62 / 81<br>EB - C / 23 / 105 WB - E / 74 / 178<br>PM<br>NB – E / 69 / 107 SB - C / 30 / 56<br>EB - C / 34 / 207 WB - D / 38 / 136 | AM Peak<br>EBL - E / 59 / 0.82 / 46<br>WBL - E / 63 / 0.47 / 18<br>WBT – **E / 78 / 1.08** / 178<br>NBL - E / 69 / 0.88 / 52<br>PM Peak<br>EBL - E / 72 / 0.94 / 77<br>WBL - D / 53 / 0.19 / 9<br>WBT – D / 42 / 0.91 / 136 |

#### *4.3.3.2.1 Consideration of a Northbound-to-Westbound Flyover Lane at PTH 59 and PR 202*

An alternative method to enhance traffic operations at PTH 59 and PR 202 was the implementation of a northbound-to-westbound flyover. In other words, removing the high-volume left-turn movements from the signalized intersection and using the above grade (or below grade) uninterrupted interchange fly-over to add significant improvements to the overall intersection improvements. As noted in the analysis above, the inclusion of a 3rd northbound left-turn lane, adding a 3rd southbound lane and other geometric additional could not develop a condition that met all traffic operational parameters.

The inclusion of the northbound-to-westbound flyover eliminates the movements from the traffic signal and adds considerable capacity to the overall intersection. The base geometric features of the signalized intersection were reduced to:

- Maintain the three southbound thru lanes on PTH 59 through the intersection
- Eliminate the dual northbound-to-westbound left-turn lanes on PTH 59
- Eliminate the dual eastbound-to-northbound left-turn lane from PR 202

The results with the PTH 59 flyover are provided in **Table 11** below.

*Table 11: 2046 Post-Development Traffic Operations Analysis – PTH 59 Flyover*

| Intersection | Overall Intersection (LOS / Delay / ICU) | Approach (Movement / LOS / Delay / 95% Queue | Critical Movements (Movement / LOS / Delay / v/c / 95% queue) |
|---|---|---|---|
| **2046 AM (PM) Peak Hour Post-Development Scenario** | | | |
| PTH 59 at PR 202/McGregor Farm Road (Traffic Signal) | C / 20 / 70.7% (D / 46 / 84.6%) | AM<br>NB – B / 16 / 45 SB - C / 22 / 100<br>EB – A / 6 / 25 WB - D / 45 / 32<br>PM<br>NB - E / 57 / 174 SB - C / 27 / 54<br>EB - D / 37 / 82 WB - D / 53 / 60 | AM Peak<br>SBL – E / 62 / 0.59 / 24<br>PM Peak<br>NBT (PTH 59) – **E / 71 / 1.07** / 174<br>SBL (PTH 59) – **F / 137 / 1.06** / 34<br>WBT (McGregor) – D / 47 / 0.66 / 60<br>WBL (McGregor) – E / 58 / 0.89 / 68<br>SBT (PR 202) – **F / 128 / 1.08** / 82 |

As listed in **Table 11** above, the elimination of the northbound-to-westbound left-turn lane from PTH 59 to PRP 202 still does not satisfy the minimum requirements of levels of service, v/c ratios, or queue lengths.

For the signalized intersection of PTH 59 at PR 202, the projected 2046 Pre-Development and Post-Development traffic volumes and the subsequent traffic analysis strongly suggest that maintaining an at-grade, signalized intersection will not work under 2046 conditions.

With all the additional lanes considered for improving the operational analysis, it appears an interchange at PTH 59 and PR 202 would be the only solution.

#### *4.3.3.2.2 Consideration of an Interchange at PTH 59 and PR 202*

Analysis of various interchanges for the intersection of PTH 59 at PR 202 is outside the scope of this traffic study. Development of an interchange configuration, the traffic analysis and subsequent concept design would fall under the responsibility of MTI for consideration of long-range planning for regional improvement along PTH 59 and on PR 202.

At the time of this report, there is no known concept interchange developed for PTH 59 at PR 202.

It is also documented above that the background volumes along northbound and southbound approaches to PTH 59 and subsequent projection to 2036 and 2046 conditions are the lead concerns from traffic analysis and operational challenges. Traffic generated from The Meadows is a contributor to the at-grade traffic volumes, however they are not a significant contributor to the more regional attributes for the deficient intersection operations.

As such, it is recommended that MTI develop the long-range planning options of an interchange at PTH 59 and PR 202 to satisfy long-term traffic operational needs and to accommodate future development.

# 5 Summary, Conclusions and Recommendations

## 5.1 Summary

The following points provide a summary of the traffic impact study (TIS) assumptions and analysis results:

- The proposed development is to have two points of access: one access is via McGregor Farm Road to the signalized intersection of PTH 59 at PR 202 intersection and the second access point is via Wenzel Street to the signalized intersection of PTH 101 at Wenzel Street.
- Traffic analysis included the intersections of PTH 59 at PR 202 and PTH 101 / Wenzel Street intersection.
- Projections and analyses were completed for the following scenarios:
    - 2036 Pre-Development Conditions
    - 2046 Pre-Development Conditions
    - 2036 Post-Development Conditions to 50% Meadows Development
    - 2046 Post-Development Conditions to 100% Meadows Development
- At full build out, the proposed development is estimated to generate 1,397 vehicles per hour during the AM Peak, 1,922 vehicles per hour during the PM Peak and 20,668 vehicles per day.
- The direction distribution of development related volumes is 65% northerly to/from the PTH 59 at PR 202 intersection and 35% southerly to/from the PTH 101 at Wenzel Street intersection.
- The compound annual growth rates based on area count stations is 1.5% along PTH 59 and 1.07% along PTH 101.
- 2036 Pre-Development Scenario
    - The intersection of PTH 59 at PR 202 operates at an acceptable level and does not require additional lane geometry to satisfy the pre-development conditions. However, numerous individual movements are projected to operate at a LOS E and identifies little remaining capacity on the current lane assignment and traffic volumes.
    - The intersection of PTH 101 at Wenzel Street is recommended to reconfigure the northbound approach. The current northbound approach is a combined left+thru+right lane. The pre-development recommendation is to develop a separate northbound left-turn lane and use a combined thru+right lane. Optimizing the traffic signals provide adequate levels of traffic operations at this intersection.
- 2046 Pre-Development Scenario
    - The intersection of PTH 59 at PR 202 does not operate with appropriate traffic operations during the 2046 Pre-Development scenario. To facilitate improvements, many options were considered and to develop adequate operational performance, the analysis has to include:
        - A 3rd northbound-to-westbound left-turn lane from PTH 59 to PR 202
        - A 2nd eastbound-to-northbound left-turn lane from PR 202 to PTH 59

- With these additional lane assignment, numerous individual traffic movements are still projected to operate at a LOS E and identifies little remaining capacity on the current lane assignment and traffic volumes.

- 2036 Post-Development Scenario
  - To best satisfy the 2036 AM and PM Peak Hour Post-Development volumes with an approach LOS E or better and all intersection movements operating at a v/c <1.0, then the following additional intersection geometry is required:
    - PTH 59 at PR 202
      - Inclusion of two westbound-to-southbound left-turn lanes; operating under fully protected signal phase
      - Inclusion of a westbound-to-northbound right-turn lane on McGregor Farm Road
      - Inclusion of two eastbound-to-northbound left-turn lanes on PR 202; operating under fully protected signal phase
      - Inclusion of a 3rd southbound thru lane on PTH 59
      - Inclusion of a 3rd northbound-to-westbound left-turn lane on PTH 59 (Pre-Development requirement)
      - Modification to the traffic signal cycle length; optimization of the signal splits
    - With these lane assignment changes implemented, the PM peak hour continues to experience operational challenges regarding volumes and capacity for the northbound-to-westbound left-turn with the projected 703 vph. The anticipated result for the northbound-to-westbound left is LOS F, delay of 99 seconds and a v/c of 1.10. The v/c of 1.1 identifies the movement is still over capacity.

- 2046 Post-Development Scenario
    - PTH 59 at PR 202
      - Inclusion of two westbound-to-southbound left-turn lanes on PR 202; operating under fully protected signal phase
      - Inclusion of a westbound-to-northbound right-turn lane on McGregor Farm Road
      - Inclusion of two eastbound-to-northbound left-turn lanes on PR 202; operating under fully protected signal phase
      - Inclusion of a 3rd northbound-to-westbound left-turn lane on PTH 59 (Pre-Development requirement)
      - Modification to the traffic signal cycle length; optimization of the traffic signal splits

- PTH 101 at Wenzel Street
  - Northbound lane modification from a combined left+thru+right lane to a left-turn lane and a combined thru+right as a pre-development requirement. Use a northbound permitted+protectd left-turn phase
  - Inclusion of a 2nd eastbound-to-northbound left-turn lane on PTH 101 to assist with the 408 vph left-turns. Maintain the fully protected left-turn phase
  - Reconfiguration of the southbound approach with to accommodate a separate right-turn lane, a thru lane and a left-turn lane. Use a southbound permitted+protected left-turn phase
- However, with the lane assignment updates and changes listed above, acceptable traffic operations could not be achieved at PTH 59 and PR 202. During the AM and PM Peak hours, many movements operated at a LOS E or F and over-capacity v/c's included eastbound-to-northbound left-turn of 1.06, northbound thru movement of 1.07 and a southbound thru movement of 1.08.
- At PTH 59 and PR 202, a northbound-to-westbound flyover was included into the traffic analysis to remove traffic volumes from the signalized intersection. There were intersection operational improvements, but the northbound thru and southbound thru movements remained very high delays and v/c ratios.
- With the proposed lane assignment, the intersection of PTH 101 and Wenzel Street operates at an acceptable operational limit.

- Analysis of various interchanges for the intersection of PTH 59 at PR 202 is outside the scope of this traffic study. Development of an interchange configuration, the traffic analysis and subsequent concept design would fall under the responsibility of MTI for consideration of long-range planning for regional improvement along PTH 59 and on PR 202.

- At the time of this report, there is no known concept interchange developed for PTH 59 at PR 202.

- It is also documented above that the background volumes along northbound and southbound PTH 59 and subsequent projection to 2036 and 2046 conditions are the lead concerns from traffic analysis and operational challenges. Traffic generated from The Meadows is a contributor to the at-grade traffic volumes, but are not a significant contributor to the deficient intersection operations.

- As such, it is recommended that MTI develop the long-range planning options of an interchange at PTH 59 and PR 202 to satisfy long-term traffic operational needs and to accommodate future development.

## 5.2 Conclusions

Analysis of various interchanges for the intersection of PTH 59 at PR 202 is outside the scope of this traffic study. Development of an interchange configuration, the traffic analysis and subsequent concept design would fall under the responsibility of MTI for consideration of long-range planning for regional improvement along PTH 59 and on PR 202.

At the time of this report, there is no known concept interchange developed for PTH 59 at PR 202.

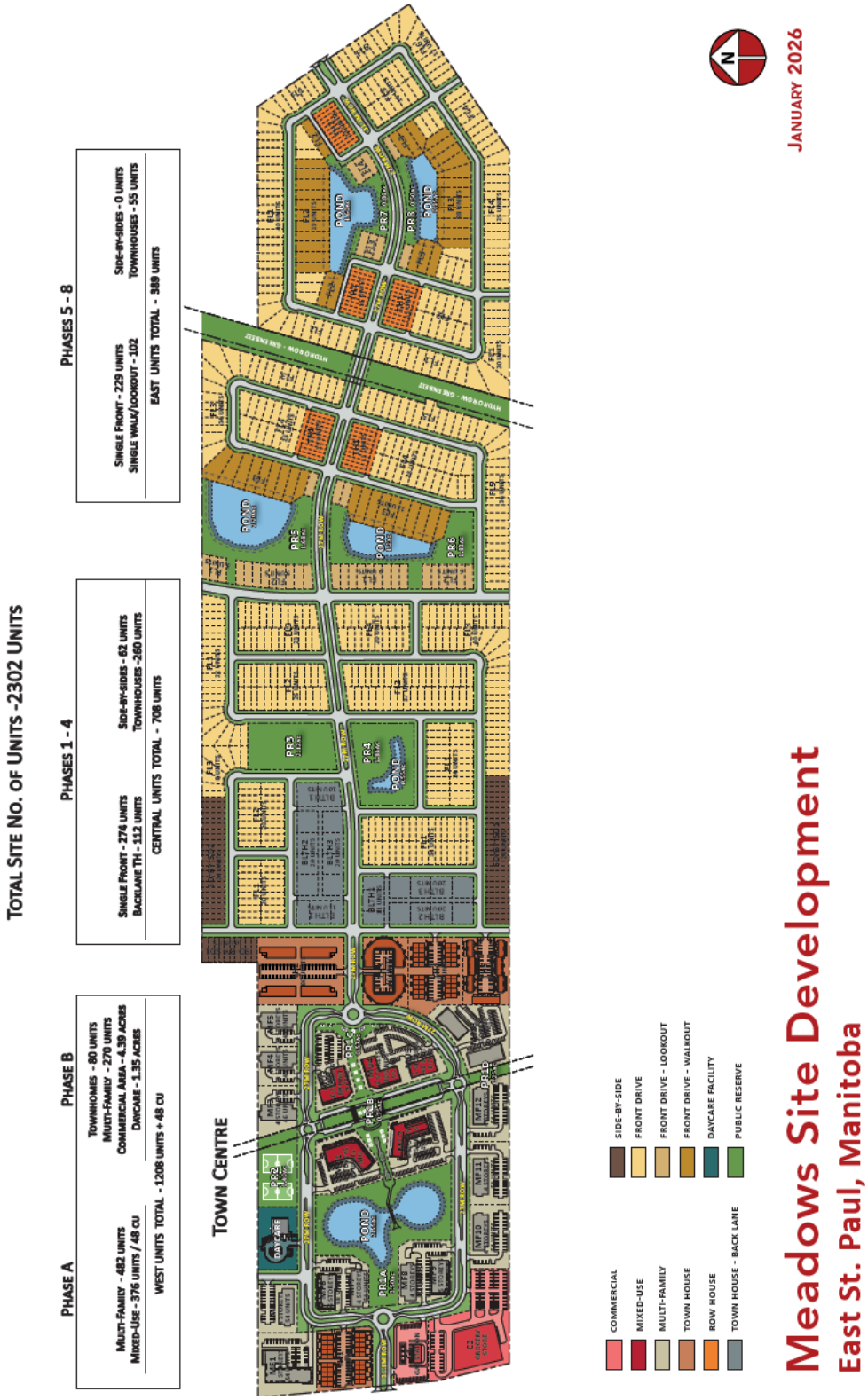
It is also documented above that the background volumes along northbound and southbound PTH 59 and subsequent projection to 2036 and 2046 conditions are the lead concerns from traffic analysis and operational challenges. Traffic generated from The Meadows is a contributor to the at-grade traffic volumes, but are not a significant contributor to the deficient intersection operations.

## 5.3 Recommendations

The study team offers the following recommendation based on the TIS findings and conclusions:

- **PTH 59 at PR 202:** The Meadows residential development can proceed without modifications to the northbound, southbound and eastbound approaches. Improvements to the westbound approach would partially be attributed to The Meadows Development.
- **PTH 101 at Wenzel Street:** The Meadows residential development can proceed without modifications to the existing signalized intersection until the projected 2046 conditions. The lane assignment change on the northbound approach (i.e. from a combined left+thru+right) to a left-turn lane and a combined thru+right) would be the responsibility of MTI. Long-term to 2046 is a projected need for a 2nd eastbound-to-northbound left-turn lane; of which a portion of this improvement could be attributed to The Meadows development.
- **Long-Term Planning**: it is recommended that MTI develop the long-range planning options of an interchange at PTH 59 and PR 202 to satisfy long-term traffic operational needs and to accommodate future development.

# Appendix A: The Meadows Site Plan



# Appendix B: Traffic Counts

Raw traffic counts as supplied by Manitoba Transportation and Infrastructure are suppled as follows:

- PTH 59 at PR 202
    - Tuesday, April 29, 2025 for a 24-hour intersection traffic count
    - Wednesday, April 30, 2025 for a 24-hour intersection traffic count
- PTH 101 at Wenzel Street
    - Tuesday, November 25, 2025 for a 14-hour intersection traffic count
    - Wednesday, November 26, 2025 for a 14-hour intersection traffic count

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

**Stantec Consulting Ltd.**
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Kamloops BC  V2C 5W1
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# Total Site No. of Units -2331 units

## Phase A

Multi-Family - 482 units
Mixed-Use - 411 units / 48 cu

## Phase B

Townhomes - 80 units
Multi-Family - 270 units
Commercial Area - 4.36 acres
Daycare - 1.26 acres

WEST UNITS TOTAL - 1243 units + 48 cu

## Phases 1 - 2

Single Front - 157 units
Single Backlane - 142
Backlane TH - 81 units

Side-by-sides - 62 units
Townhouses -260 units

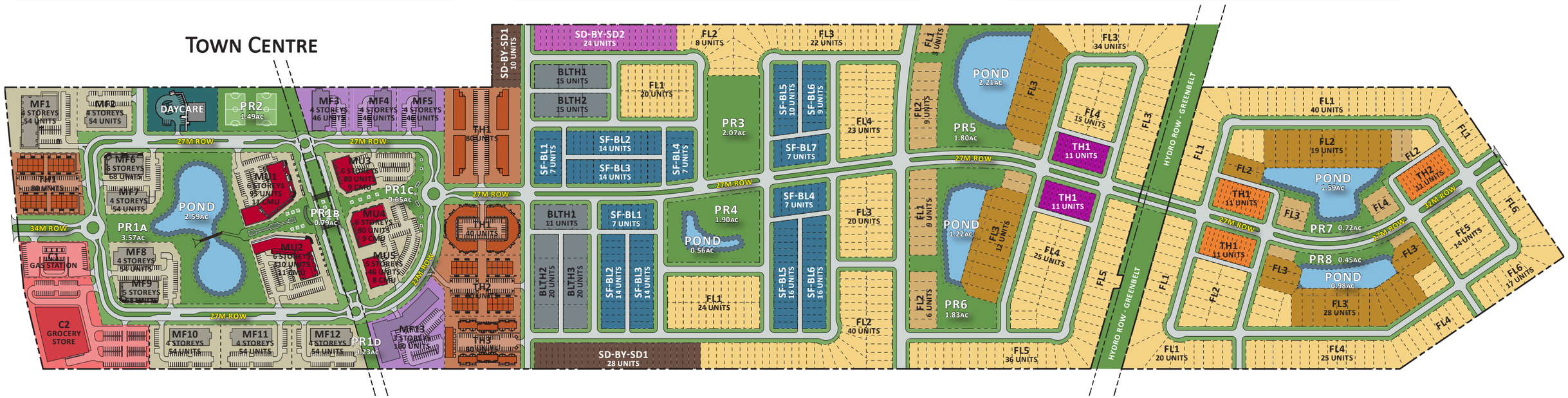
CENTRAL UNITS TOTAL - 702 units

## Phases 3 - 6

Single Front - 229 units
Single walk/lookout - 102

Side-by-sides - 0 units
Townhouses - 55 units

EAST UNITS TOTAL - 386 units




- COMMERCIAL
- MIXED-USE
- MULTI-FAMILY
- DAYCARE FACILITY
- TOWN HOUSE
- ROW HOUSE
- BACK LANE TOWN HOUSE
- SIDE-BY-SIDE
- SINGLE FAMILY BACK LANE
- FRONT DRIVE
- FRONT DRIVE - LOOKOUT
- FRONT DRIVE - WALKOUT
- SENIORS MULTI-FAMILY
- SENIORS SIDE-BY-SIDE
- SENIORS ROW HOUSE
- PUBLIC RESERVE

N

# Meadows Site Development

## East St. Paul, Manitoba

January 2026

Manitoba Highway Traffic Information System (MHTIS)

# Station 62
# Highway 1 7.1 KM W. OF P.T.H. #21

Control Section: 3001050 -- Sequence: 300105010
Station Type: CCS -- Equipment Type: WIM/AVC

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1990 | OLDMHT | 3170 | | | |
| C | 1991 | OLDMHT | 3115 | | | |
| C | 1992 | OLDMHT | 3170 | | | |
| C | 1993 | OLDMHT | 3380 | | | 19.0% |
| C | 1994 | E1442 | 3040 | 123 | 14 | |
| C | 1995 | E1442 | 3680 | 124 | 13 | |
| C | 1996 | E1442 | 2500 | 116 | 16 | 34.0% |
| C | 1997 | E1442 | 3580 | 132 | 12 | |
| C | 1998 | E1442 | 3420 | 117 | 13 | |
| C | 1999 | E1442 | | | | |
| C | 2000 | E1442 | 3950 | 122 | 12 | |
| C | 2001 | E1442 | 3990 | 115 | 12 | |
| C | 2002 | E1442 | 4160 | 119 | | |
| C | 2003 | E1442 | 4240 | 119 | 12 | 31.1% |
| C | 2004 | E1442 | 4310 | 120 | 12 | 32.7% |
| C | 2005 | TMG01 | 4410 | 117 | 11 | 34.7% |
| C | 2006 | TMG01 | 4550 | 115 | 11 | 34.9% |
| C | 2007 | TMG01 | 4760 | 112 | | |
| C | 2008 | TMG01 | 4720 | 113 | | |
| C | 2009 | TMG01 | 5240 | 119 | | |
| C | 2010 | TMG01 | 5240 | 115 | 11 | |
| C | 2011 | TMG01 | 5450 | 115 | 11 | 31.6% |
| C | 2012 | TMG01 | 5750 | 114 | 11 | 31.0% |
| C | 2013 | TMG01 | | | | 30.7% |
| C | 2014 | TMG01 | 5940 | 114 | 11 | 31.3% |
| C | 2015 | TMG01 | 6220 | 116 | 11 | 30.1% |
| C | 2016 | TMG01 | | | | |
| C | 2017 | TMG01 | 6090 | 114 | 11 | 30.5% |
| C | 2018 | TMG01 | 6270 | 116 | 23 | 30.1% |
| C | 2019 | TMG01 | | | | |
| C | 2020 | TMG01 | | | | |
| C | 2021 | TMG01 | | | | |
| C | 2022 | TMG01 | 6420 | 118 | 10 | 36.1% |
| C | 2023 | TMG01 | 6580 | | | 35.3% |
| C | 2024 | FHWA | 6720 | | | 35.7% |
| EB | 1990 | OLDMHT | 1555 | | | |
| EB | 1991 | OLDMHT | 1530 | | | |
| EB | 1992 | OLDMHT | 1580 | | | |
| EB | 1993 | OLDMHT | 1680 | | | 19.0% |
| EB | 1994 | E1442 | 1510 | 123 | 14 | |
| EB | 1995 | E1442 | 1840 | 124 | 13 | |
| EB | 1997 | E1442 | 1850 | 132 | 12 | |
| EB | 1998 | E1442 | 1930 | 117 | 13 | |
| EB | 1999 | E1442 | 1610 | | | |
| EB | 2000 | E1442 | 1990 | 122 | 12 | |
| EB | 2001 | E1442 | 1980 | 115 | 12 | |
| EB | 2002 | E1442 | 2080 | 119 | | |
| EB | 2003 | E1442 | 2080 | 119 | 12 | 31.1% |
| EB | 2004 | E1442 | 2110 | 120 | 12 | 32.7% |
| EB | 2005 | TMG01 | 2130 | 117 | 11 | 34.7% |
| EB | 2006 | TMG01 | 2210 | 115 | 11 | 34.8% |
| EB | 2007 | TMG01 | | | | |
| EB | 2008 | TMG01 | 2360 | 112 | | 35.2% |
| EB | 2009 | TMG01 | | | | |
| EB | 2010 | TMG01 | 2580 | 116 | 11 | |
| EB | 2011 | TMG01 | 2690 | 115 | 11 | 30.9% |
| EB | 2012 | TMG01 | 2830 | 114 | 11 | 30.0% |
| EB | 2013 | TMG01 | | | | 29.8% |
| EB | 2014 | TMG01 | 2930 | 114 | | 30.4% |
| EB | 2015 | TMG01 | 3080 | 116 | | 28.6% |
| EB | 2016 | TMG01 | | | | |
| EB | 2017 | TMG01 | 3030 | 114 | | 30.0% |
| EB | 2018 | TMG01 | 3110 | 117 | | 29.6% |
| EB | 2019 | TMG01 | | | | |
| EB | 2020 | TMG01 | | | | |
| EB | 2021 | TMG01 | | | | |
| EB | 2022 | TMG01 | | | | |
| EB | 2023 | TMG01 | | | | |

| | | | | | |
|---|---|---|---|---|---|
| EB | 2024 | FHWA | | | |
| WB | 1990 | OLDMHT | 1615 | | |
| WB | 1991 | OLDMHT | 1585 | | |
| WB | 1992 | OLDMHT | 1600 | | |
| WB | 1993 | OLDMHT | 1700 | | 19.0% |
| WB | 1994 | E1442 | 1530 | 123 | |
| WB | 1995 | E1442 | | 124 | |
| WB | 1996 | E1442 | 1250 | 116 | 34.0% |
| WB | 1997 | E1442 | 1730 | 132 | |
| WB | 1998 | E1442 | 1490 | 117 | |
| WB | 1999 | E1442 | 1330 | | |
| WB | 2000 | E1442 | 1960 | 122 | |
| WB | 2001 | E1442 | 2010 | 115 | |
| WB | 2002 | E1442 | | | |
| WB | 2003 | E1442 | 2160 | 119 | 31.1% |
| WB | 2004 | E1442 | 2200 | 120 | 32.7% |
| WB | 2005 | TMG01 | 2280 | 117 | 34.7% |
| WB | 2006 | TMG01 | 2340 | 115 | 35.0% |
| WB | 2007 | TMG01 | 2380 | 112 | 36.6% |
| WB | 2008 | TMG01 | | | |
| WB | 2009 | TMG01 | 2620 | 119 | |
| WB | 2010 | TMG01 | 2660 | 115 | |
| WB | 2011 | TMG01 | 2760 | 115 | 32.2% |
| WB | 2012 | TMG01 | 2920 | 114 | 31.8% |
| WB | 2013 | TMG01 | | | 31.5% |
| WB | 2014 | TMG01 | 3010 | 113 | 32.2% |
| WB | 2015 | TMG01 | 3140 | 116 | 31.5% |
| WB | 2016 | TMG01 | | | |
| WB | 2017 | TMG01 | 3060 | 114 | 31.0% |
| WB | 2018 | TMG01 | 3160 | 116 | 30.7% |
| WB | 2019 | TMG01 | | | |
| WB | 2020 | TMG01 | | | |
| WB | 2021 | TMG01 | | | |
| WB | 2022 | TMG01 | 3210 | 118 | 36.1% |
| WB | 2023 | TMG01 | 3290 | 115 | 35.3% |
| WB | 2024 | FHWA | 3360 | 117 | 35.7% |

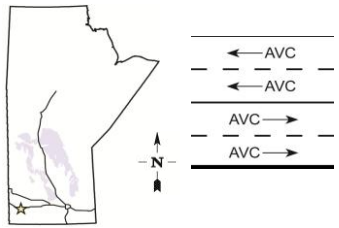
## Graphical Representation of Traffic Statistics

**See the next pages:**

*Manitoba Infrastructure and Transportation - Manitoba Highway Traffic Information System*
*This report generated 08/12/2025*

*Contact: Urban Mobility and Transportation Informatics Group*
*Email: mhtis_info@umanitoba.ca*

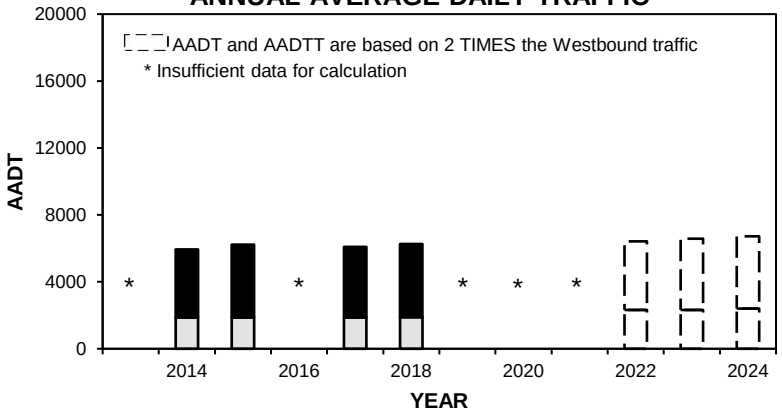
# • Station 62 •



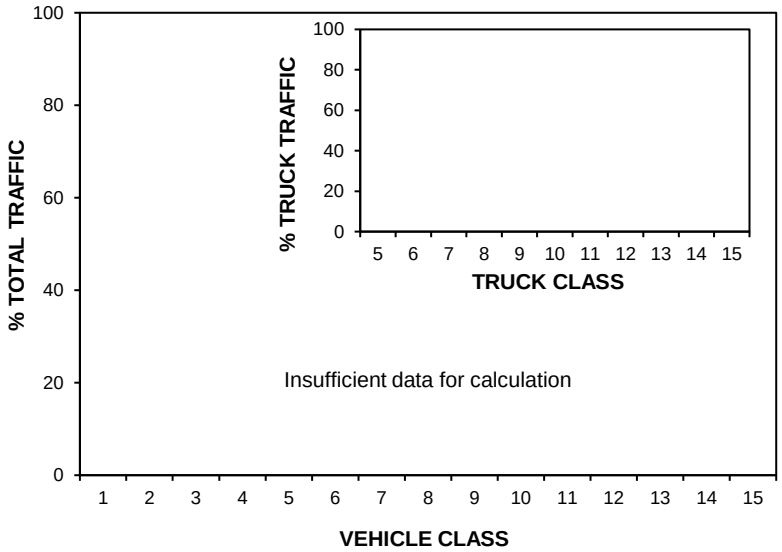

**Location:** PTH 1, 7.1 km West of PTH 21 (Oak Lake)
**Flow:** EB-WB
**Type:** AVC/WIM
**AADT:** 6720
**AADTT:** 2400
**ASDT%:** Insufficient data for calculation
**Annual Growth:** 120 veh/day/yr
*Equipment out of service (WB only)*

Total Traffic  Truck Traffic

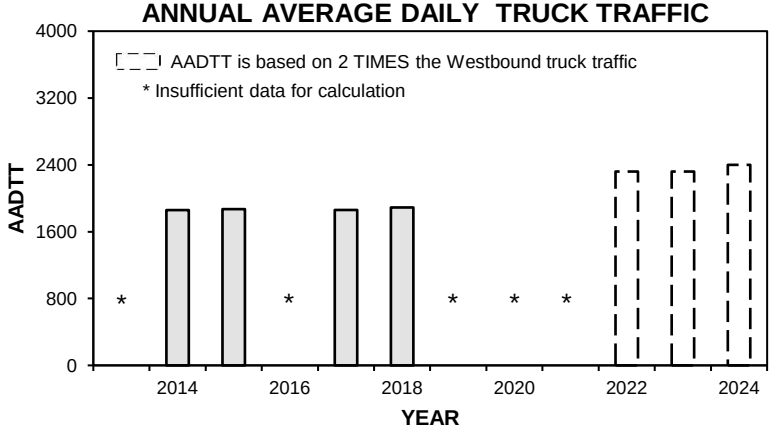
## ANNUAL AVERAGE DAILY TRAFFIC



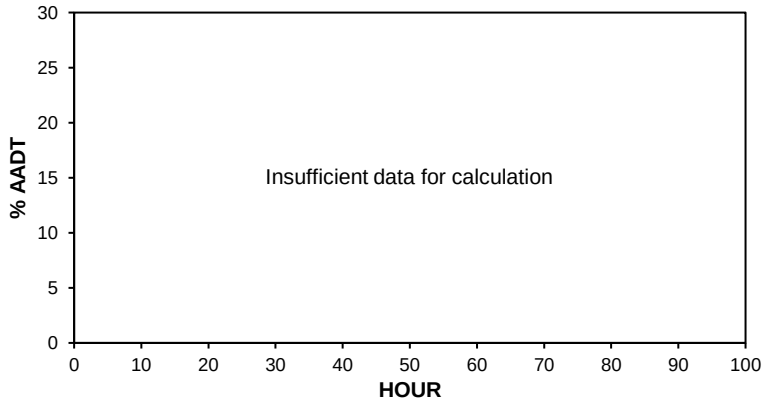

## VEHICLE CLASS DISTRIBUTION




## ANNUAL AVERAGE DAILY TRUCK TRAFFIC



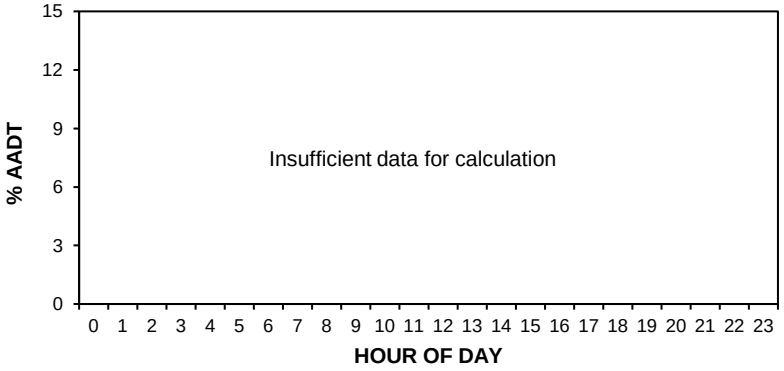

## HIGHEST 100 HOURLY TRAFFIC VOLUMES

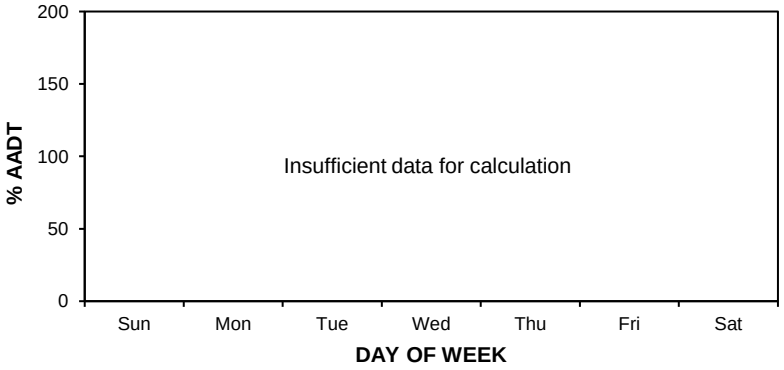


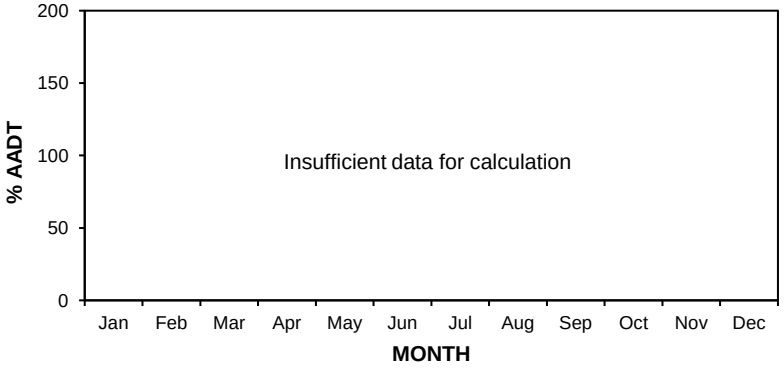
# • Station 62 •

Total Traffic  Truck Traffic

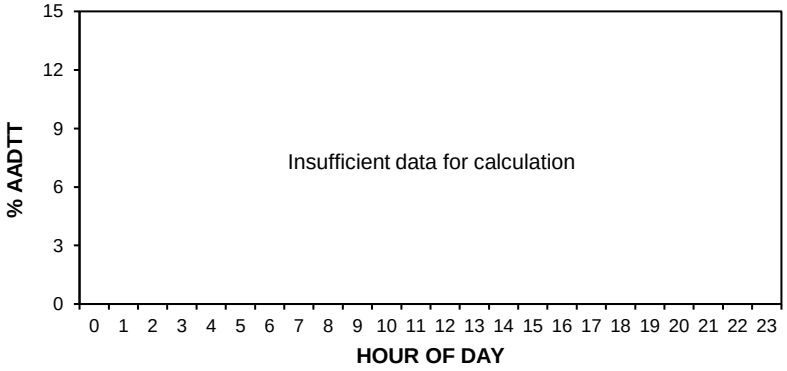
## TOTAL TRAFFIC VARIATION

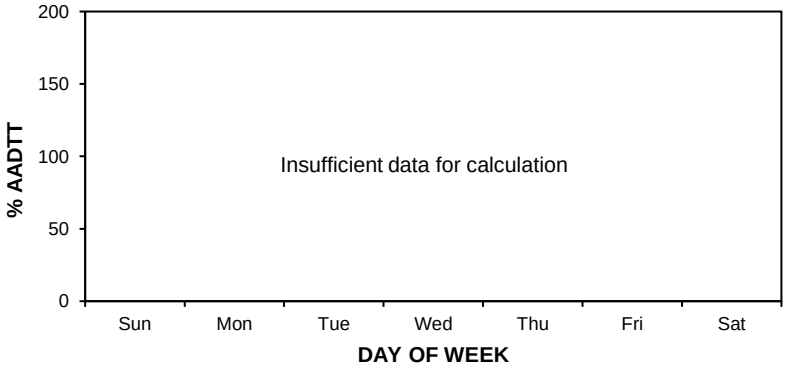


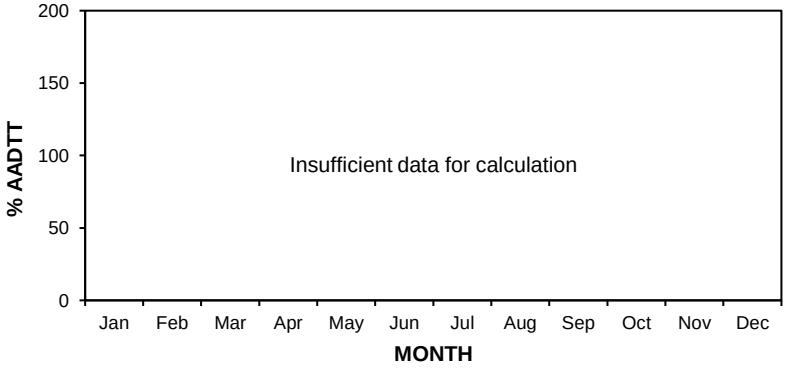




## TRUCK TRAFFIC VARIATION



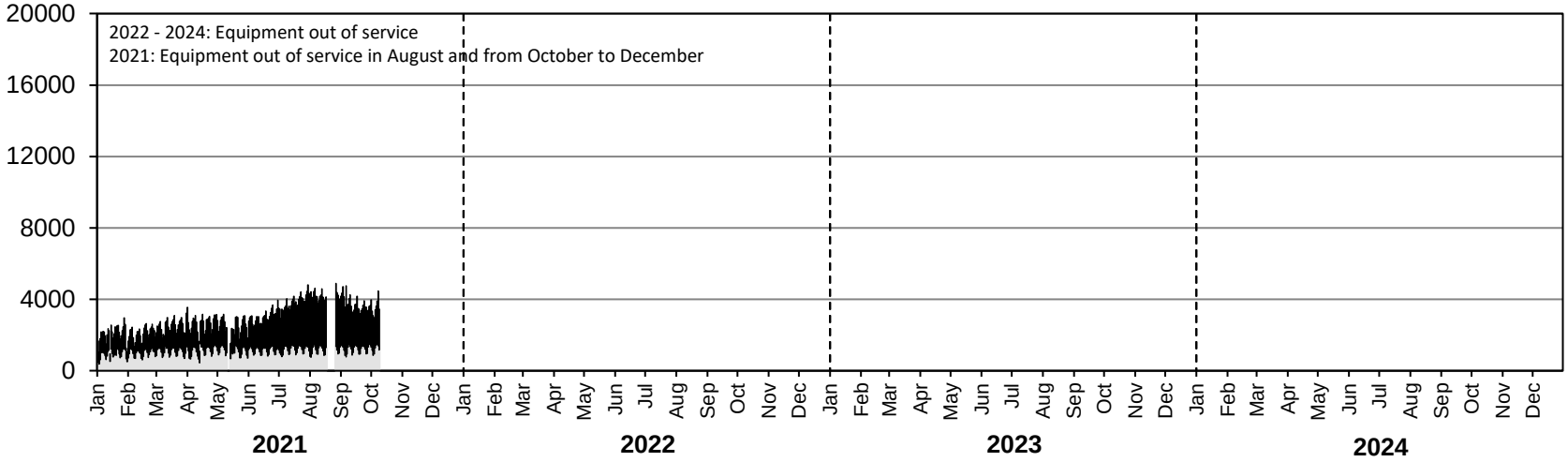
# • Station 62 •

**AADT:** 6720

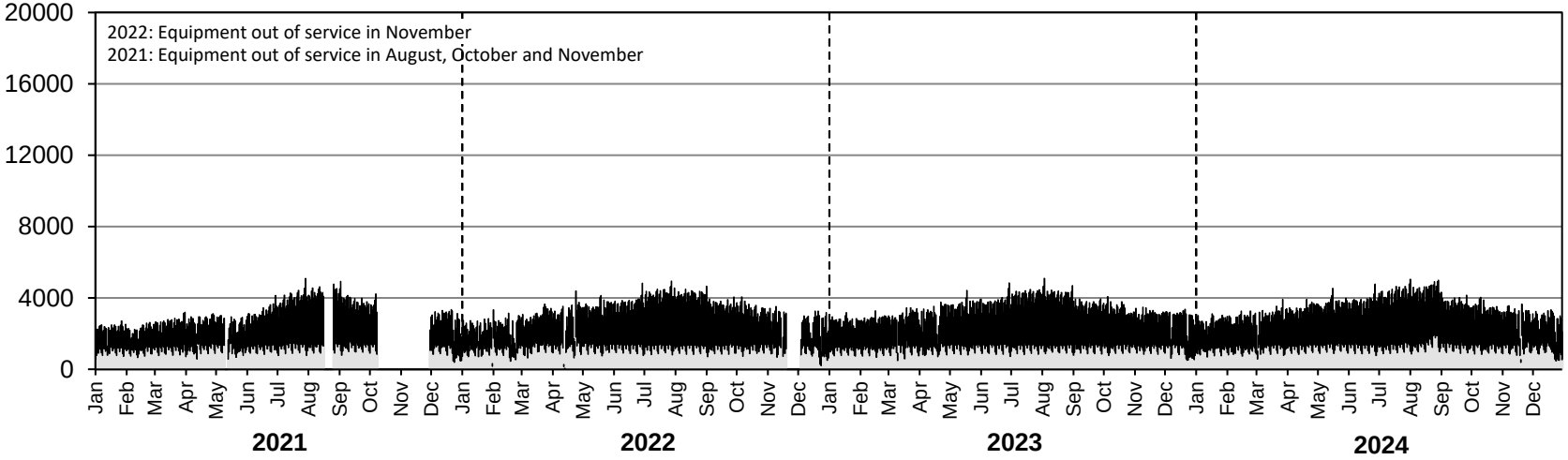
Total Traffic  Truck Traffic

## 2021-2024 DAILY TOTAL TRAFFIC COUNTS

Eastbound AADT: Insufficient data for calculation




Westbound AADT: 3360



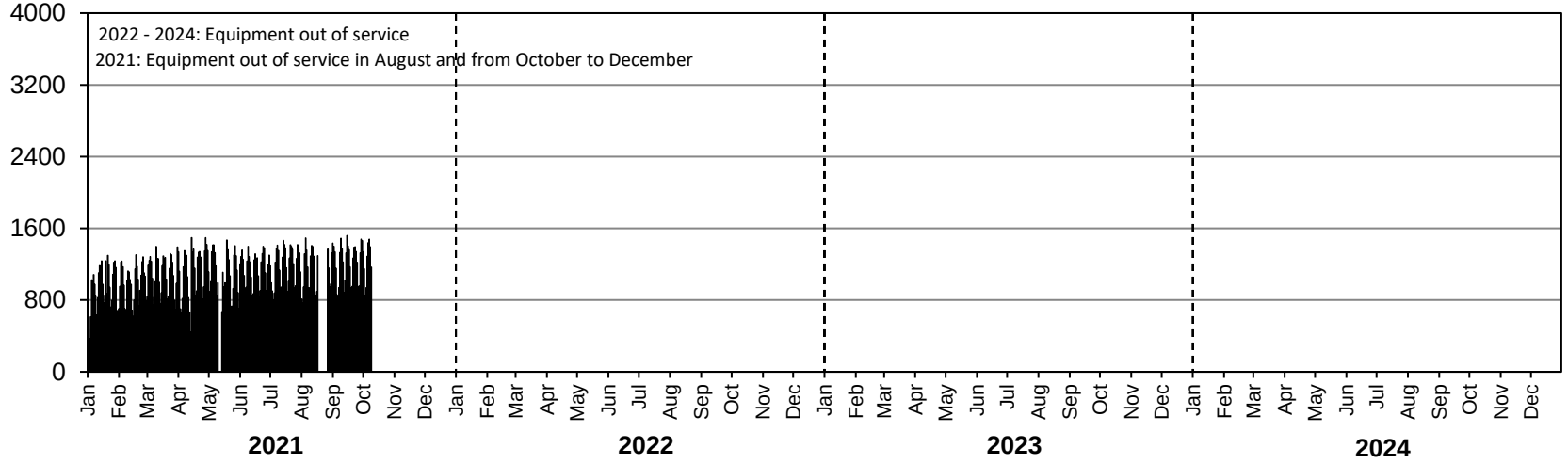
# • Station 62 •

**AADTT:** 2400

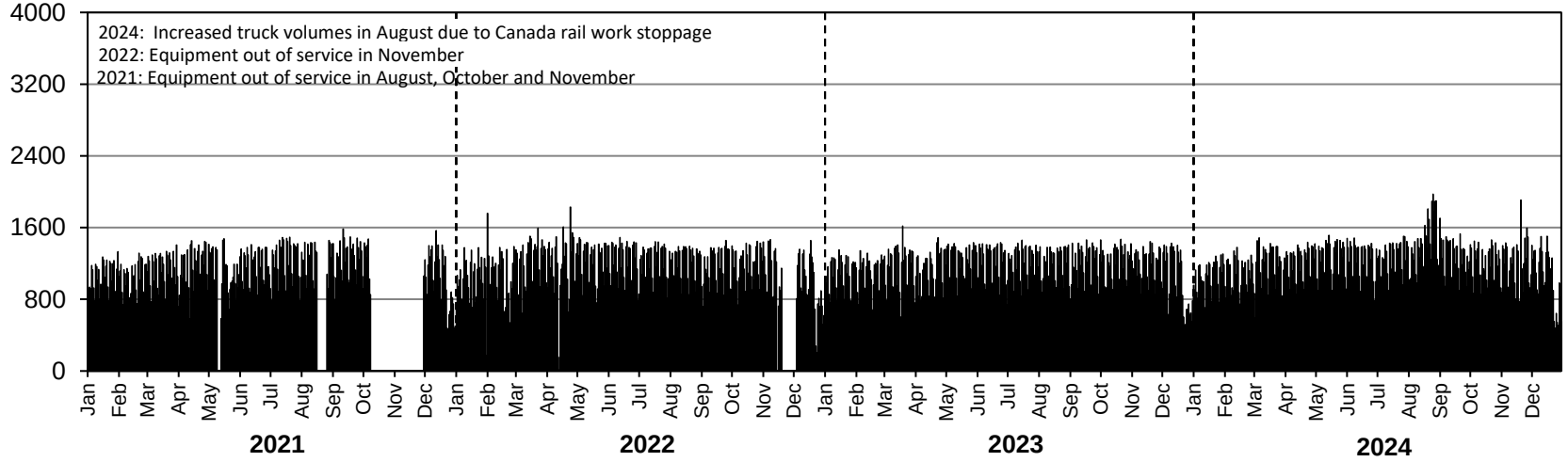
Truck Traffic

## 2021-2024 DAILY TRUCK TRAFFIC COUNTS

Eastbound AADTT: Insufficient data for calculation




Westbound AADTT: 1200



Manitoba Highway Traffic Information System (MHTIS)

# Station 78
# Highway 59 5.4 KM S. OF P.T.H. #44

Control Section: 1059090 -- Sequence: 105909010
Station Type: CCS -- Equipment Type: AVC

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1989 | OLDMHT | 8328 | | | |
| C | 1990 | OLDMHT | 8325 | | | |
| C | 1991 | OLDMHT | 8330 | | | |
| C | 1992 | OLDMHT | 8080 | | | |
| C | 1993 | OLDMHT | 8450 | | | 2.9% |
| C | 1994 | E1442 | 8760 | 129 | 25 | 4.0% |
| C | 1995 | E1442 | 8730 | 130 | 17 | |
| C | 1996 | E1442 | 8440 | 136 | 17 | |
| C | 1997 | E1442 | 8810 | 123 | 17 | |
| C | 1998 | E1442 | 10150 | 120 | 16 | 7.1% |
| C | 1999 | E1442 | 10230 | 126 | 17 | |
| C | 2000 | E1442 | 10170 | 129 | 19 | |
| C | 2001 | E1442 | 10600 | 129 | | |
| C | 2002 | E1442 | | | | |
| C | 2003 | E1442 | 9260 | 125 | 15 | 3.5% |
| C | 2004 | E1442 | 9180 | 123 | 16 | 3.6% |
| C | 2005 | TMG01 | 9260 | 125 | 15 | 4.0% |
| C | 2006 | TMG01 | 9540 | 123 | | 3.7% |
| C | 2007 | TMG01 | 9430 | 123 | 15 | 4.1% |
| C | 2008 | TMG01 | 9410 | 123 | 15 | 4.0% |
| C | 2009 | TMG01 | 9930 | 120 | 14 | 3.8% |
| C | 2010 | TMG01 | 10730 | 120 | 15 | 3.7% |
| C | 2011 | TMG01 | 10960 | 121 | 14 | 3.3% |
| C | 2012 | TMG01 | 11160 | 122 | 14 | |
| C | 2013 | TMG01 | 11250 | 122 | 14 | 3.0% |
| C | 2014 | TMG01 | 11440 | 121 | 14 | 3.0% |
| C | 2015 | TMG01 | 12160 | 120 | 14 | 2.9% |
| C | 2016 | TMG01 | 12070 | 118 | 13 | 3.1% |
| C | 2017 | TMG01 | 12030 | 120 | 13 | 3.1% |
| C | 2018 | TMG01 | 12040 | 120 | 13 | 3.1% |
| C | 2019 | TMG01 | 12330 | 121 | 14 | 3.1% |
| C | 2020 | TMG01 | 11970 | 127 | 15 | 3.2% |
| C | 2021 | TMG01 | 12440 | 119 | 13 | 3.4% |
| C | 2022 | TMG01 | 11800 | | | 3.2% |
| C | 2023 | TMG01 | 13000 | 121 | 14 | 3.3% |
| C | 2024 | FHWA | 13250 | 119 | 14 | 3.4% |
| NB | 1989 | OLDMHT | 4245 | | | |
| NB | 1990 | OLDMHT | 4246 | | | |
| NB | 1991 | OLDMHT | 4240 | | | |
| NB | 1992 | OLDMHT | 4110 | | | |
| NB | 1993 | OLDMHT | 4225 | | | 2.9% |
| NB | 1994 | E1442 | 4450 | 129 | | 4.0% |
| NB | 1995 | E1442 | 4450 | 130 | | |
| NB | 1996 | E1442 | 4290 | 136 | | |
| NB | 1997 | E1442 | 4440 | 123 | | |
| NB | 1998 | E1442 | 5200 | 120 | | 7.1% |
| NB | 1999 | E1442 | 5240 | 126 | | |
| NB | 2000 | E1442 | 5210 | 129 | | |
| NB | 2001 | E1442 | 5300 | 129 | | |
| NB | 2002 | E1442 | | | | |
| NB | 2003 | E1442 | 4680 | 125 | | 3.5% |
| NB | 2004 | E1442 | 4630 | 123 | | 3.6% |
| NB | 2005 | TMG01 | 4670 | 125 | | 4.0% |
| NB | 2006 | TMG01 | | | | |
| NB | 2007 | TMG01 | 4760 | 123 | | 4.2% |
| NB | 2008 | TMG01 | 4600 | 124 | | 4.1% |
| NB | 2009 | TMG01 | 4970 | 120 | | |
| NB | 2010 | TMG01 | 5390 | 120 | | |
| NB | 2011 | TMG01 | 5500 | 121 | | 3.3% |
| NB | 2012 | TMG01 | 5600 | 122 | | |
| NB | 2013 | TMG01 | 5640 | 122 | | 3.0% |
| NB | 2014 | TMG01 | 5740 | 121 | | 3.1% |
| NB | 2015 | TMG01 | 6080 | 120 | | 2.8% |
| NB | 2016 | TMG01 | 6040 | 118 | | 3.0% |
| NB | 2017 | TMG01 | 6000 | 119 | | 3.0% |
| NB | 2018 | TMG01 | 6000 | 119 | | 3.0% |
| NB | 2019 | TMG01 | 6140 | 120 | | 2.9% |
| NB | 2020 | TMG01 | 5960 | 127 | | 3.0% |

| | | | | | |
|---|---|---|---|---|---|
| NB | 2021 | TMG01 | 6200 | 118 | 3.2% |
| NB | 2022 | TMG01 | 5900 | 122 | 3.2% |
| NB | 2023 | TMG01 | 6500 | 120 | 3.1% |
| NB | 2024 | FHWA | 6640 | 119 | 3.2% |
| SB | 1989 | OLDMHT | 4083 | | |
| SB | 1990 | OLDMHT | 4079 | | |
| SB | 1991 | OLDMHT | 4090 | | |
| SB | 1992 | OLDMHT | 3970 | | |
| SB | 1993 | OLDMHT | 4225 | | 2.9% |
| SB | 1994 | E1442 | 4310 | 129 | 4.0% |
| SB | 1995 | E1442 | 4280 | 130 | |
| SB | 1996 | E1442 | 4150 | 136 | |
| SB | 1997 | E1442 | 4370 | 123 | |
| SB | 1998 | E1442 | 4950 | 120 | 7.1% |
| SB | 1999 | E1442 | 4990 | 126 | |
| SB | 2000 | E1442 | 4960 | 129 | |
| SB | 2001 | E1442 | | | |
| SB | 2002 | E1442 | | | |
| SB | 2003 | E1442 | 4580 | 125 | 3.5% |
| SB | 2004 | E1442 | 4550 | 123 | 3.6% |
| SB | 2005 | TMG01 | 4590 | 125 | 4.0% |
| SB | 2006 | TMG01 | 4770 | 123 | 3.8% |
| SB | 2007 | TMG01 | 4670 | 122 | 4.1% |
| SB | 2008 | TMG01 | 4810 | 122 | 4.0% |
| SB | 2009 | TMG01 | 4960 | 121 | 3.8% |
| SB | 2010 | TMG01 | 5340 | 120 | 3.7% |
| SB | 2011 | TMG01 | 5460 | 121 | 3.3% |
| SB | 2012 | TMG01 | 5560 | 122 | |
| SB | 2013 | TMG01 | 5610 | 122 | 3.0% |
| SB | 2014 | TMG01 | 5700 | 121 | 2.8% |
| SB | 2015 | TMG01 | 6080 | 120 | 3.0% |
| SB | 2016 | TMG01 | 6030 | 118 | 3.2% |
| SB | 2017 | TMG01 | 6030 | 120 | 3.2% |
| SB | 2018 | TMG01 | 6040 | 120 | 3.1% |
| SB | 2019 | TMG01 | 6190 | 121 | 3.2% |
| SB | 2020 | TMG01 | 6010 | 128 | 3.3% |
| SB | 2021 | TMG01 | 6240 | 120 | 3.5% |
| SB | 2022 | TMG01 | | | |
| SB | 2023 | TMG01 | 6500 | 121 | 3.5% |
| SB | 2024 | FHWA | 6610 | 119 | 3.6% |

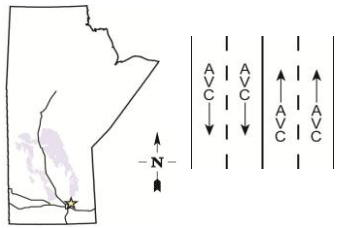
## Graphical Representation of Traffic Statistics

**See the next pages:**

*Manitoba Infrastructure and Transportation - Manitoba Highway Traffic Information System*
*This report generated 08/12/2025*

*Contact: Urban Mobility and Transportation Informatics Group*
*Email: mhtis_info@umanitoba.ca*

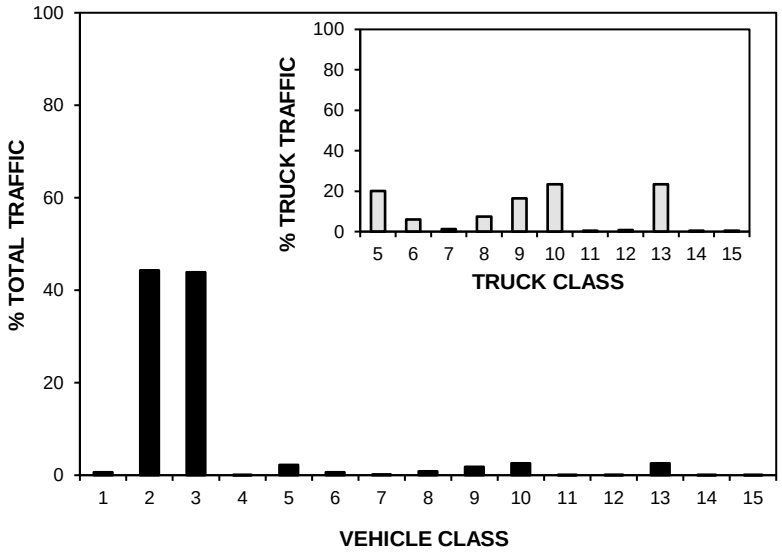
# • Station 78 •



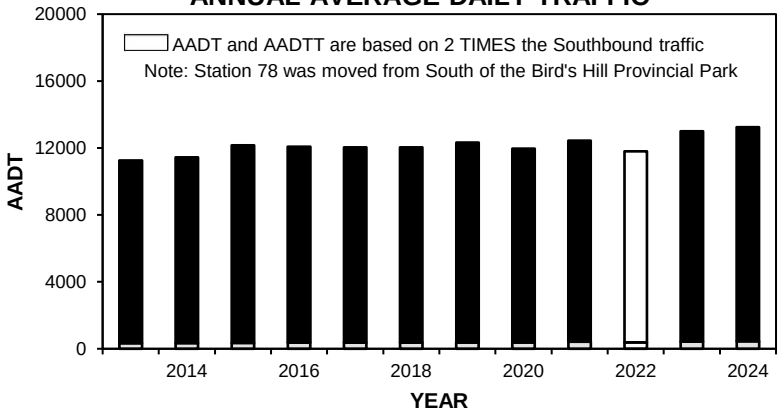

**Location:** PTH 59, 5.4 km South of PTH 44 (Bird's Hill)
**Flow:** NB-SB
**Type:** AVC
**AADT:** 13250
**AADTT:** 450
**ASDT%:** 119
**Annual Growth:** 190 veh/day/yr

Total Traffic  Truck Traffic

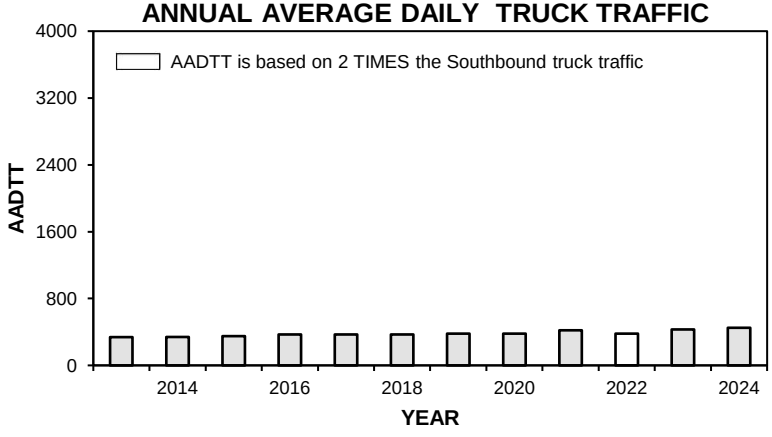
## VEHICLE CLASS DISTRIBUTION



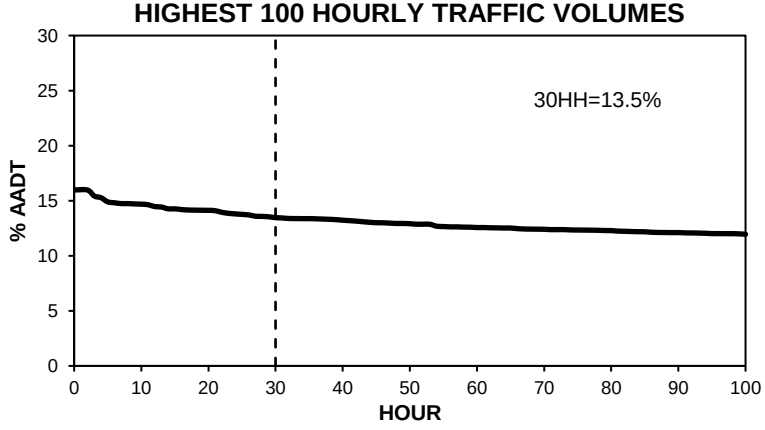

## ANNUAL AVERAGE DAILY TRAFFIC




## ANNUAL AVERAGE DAILY TRUCK TRAFFIC



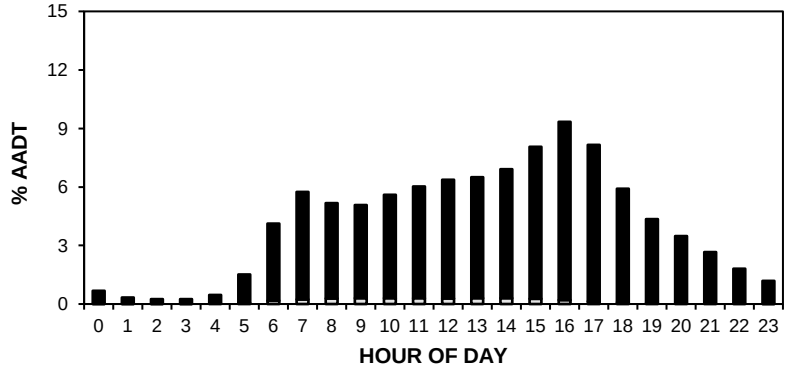

## HIGHEST 100 HOURLY TRAFFIC VOLUMES

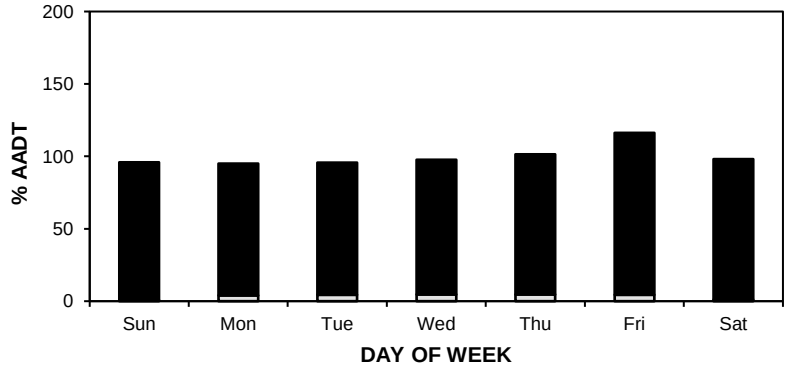


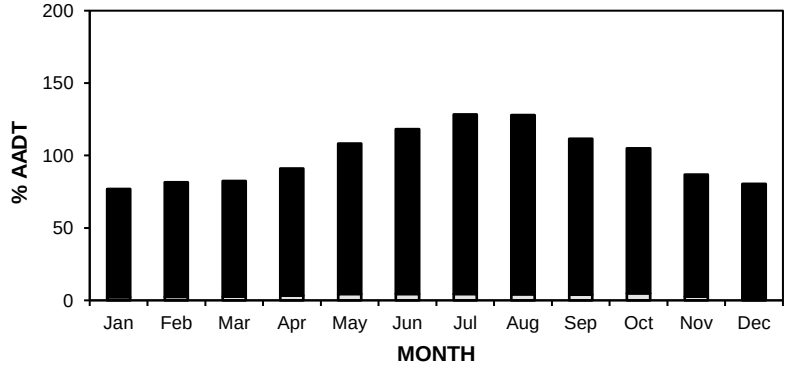
# • Station 78 •

Total Traffic  Truck Traffic

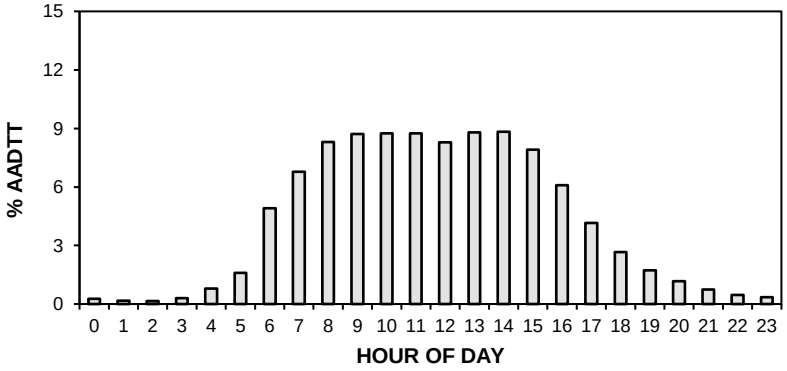
## TOTAL TRAFFIC VARIATION

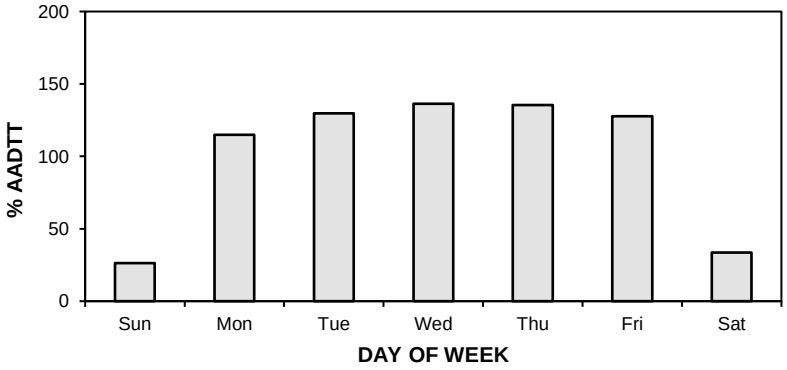


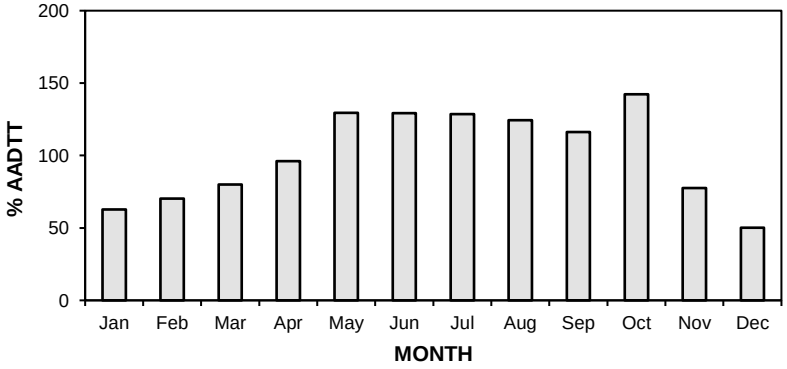




## TRUCK TRAFFIC VARIATION



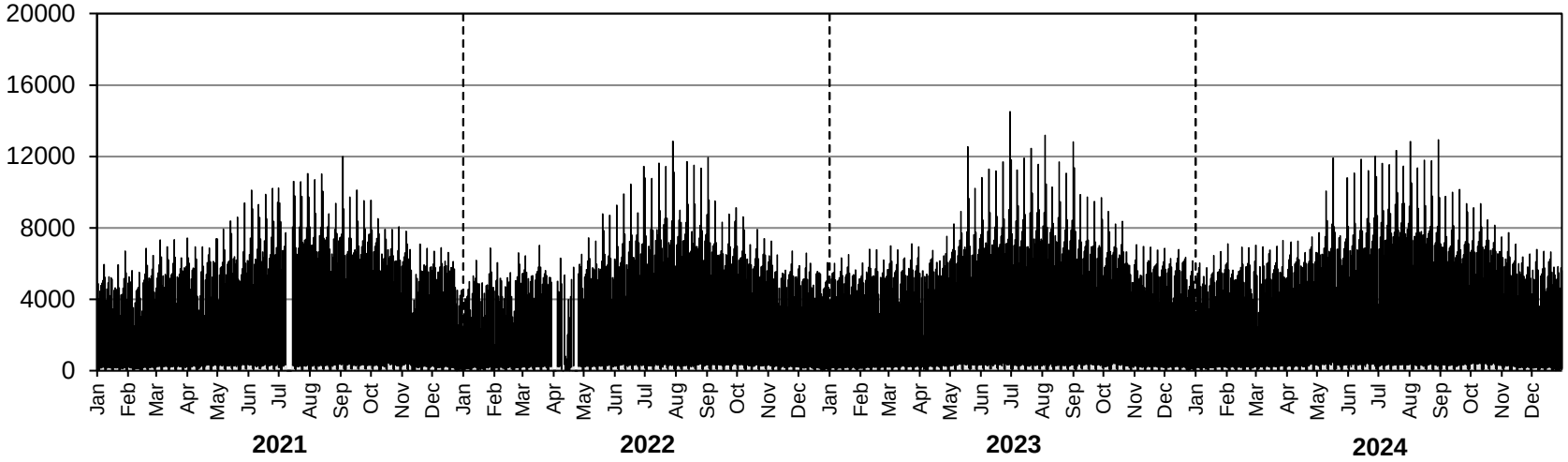
# • Station 78 •

**AADT:** 13250

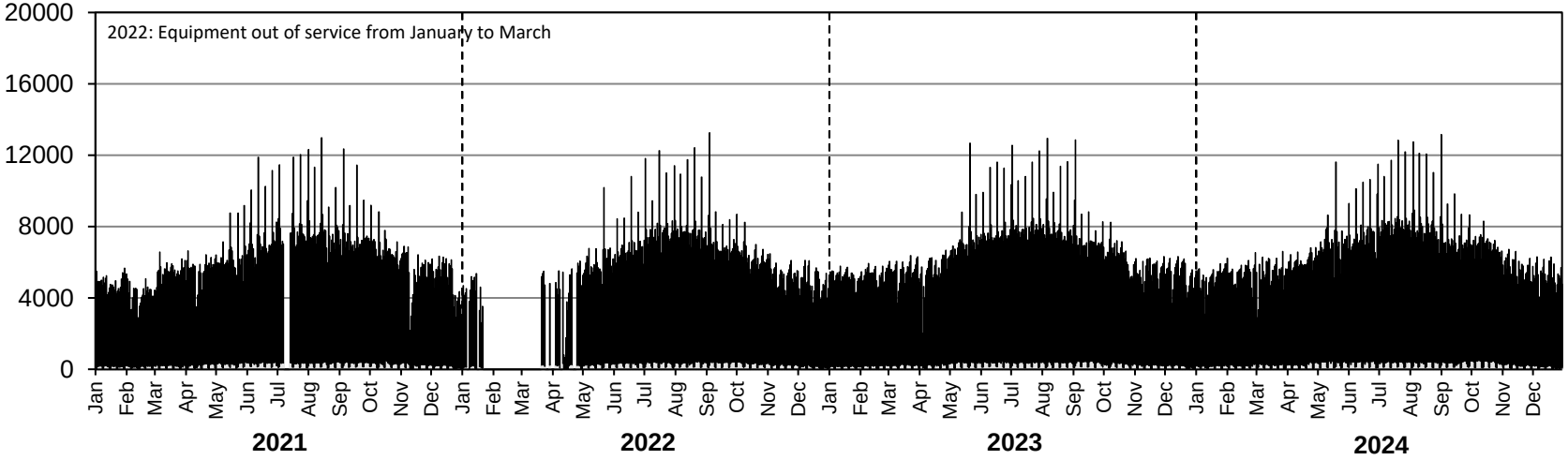
Total Traffic  Truck Traffic

**2021-2024 DAILY TOTAL TRAFFIC COUNTS**

Northbound AADT: 6640




Southbound AADT: 6610



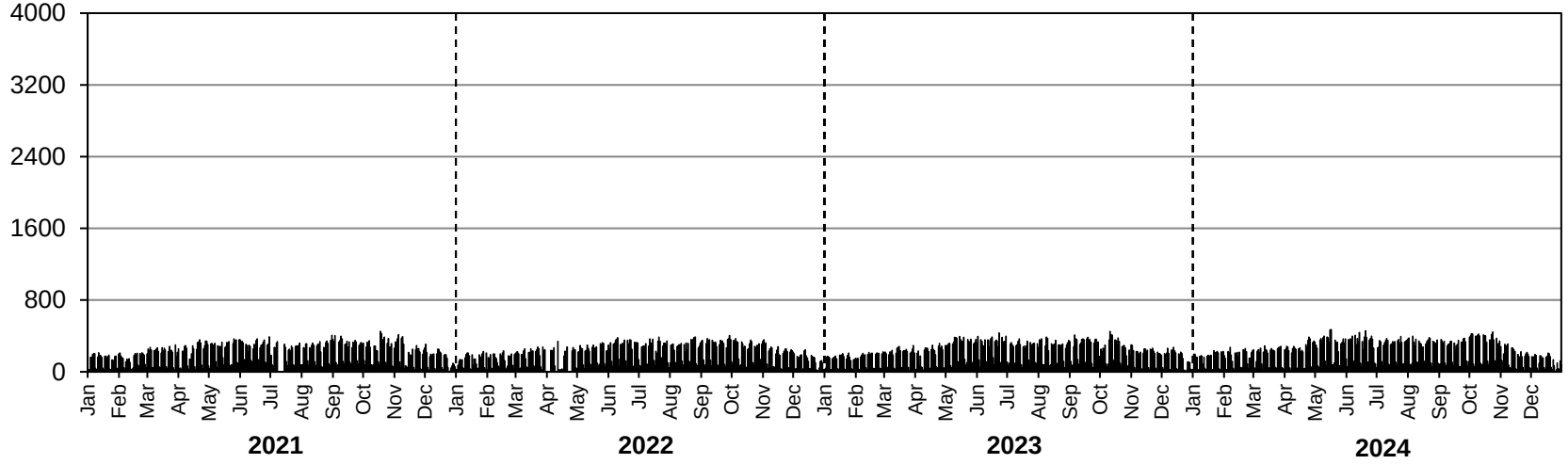
# • Station 78 •

**AADTT:** 450

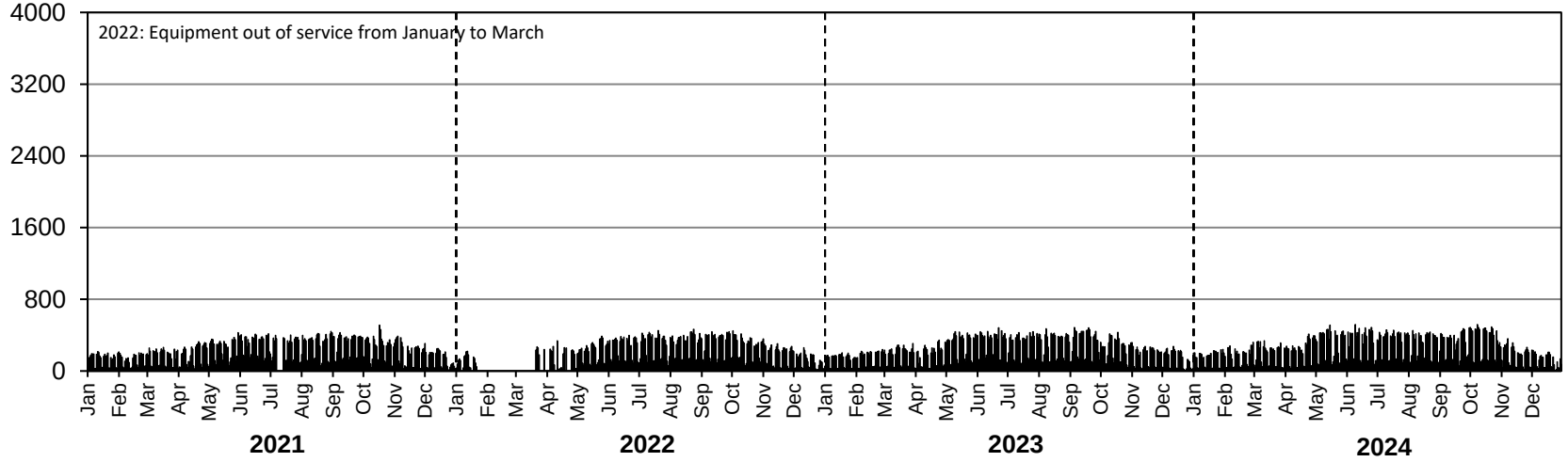
Truck Traffic

## 2021-2024 DAILY TRUCK TRAFFIC COUNTS

Northbound AADTT: 210




Southbound AADTT: 240



Manitoba Highway Traffic Information System (MHTIS)

# Station 79
# Highway 1 3.3 KM W. OF P.T.H. #5

Control Section: 3001110 -- Sequence: 300111020
Station Type: CCS -- Equipment Type: AVC

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1989 | OLDMHT | 4563 | | | |
| C | 1990 | OLDMHT | 4585 | | | |
| C | 1991 | OLDMHT | 4489 | | | |
| C | 1992 | OLDMHT | 4650 | | | |
| C | 1993 | OLDMHT | 4860 | | | 17.4% |
| C | 1994 | E1442 | 5040 | 117 | 14 | |
| C | 1995 | E1442 | 5180 | 118 | 12 | |
| C | 1996 | E1442 | 5200 | 120 | 12 | 19.4% |
| C | 1997 | E1442 | 5380 | 116 | 11 | |
| C | 1998 | E1442 | 5700 | 115 | 11 | |
| C | 1999 | E1442 | 5870 | 114 | 11 | |
| C | 2000 | E1442 | 5730 | 115 | 11 | |
| C | 2001 | E1442 | 5770 | 113 | 11 | |
| C | 2002 | E1442 | 5960 | 114 | 11 | |
| C | 2003 | E1442 | 6060 | 114 | 11 | |
| C | 2004 | E1442 | 6140 | 113 | 11 | |
| C | 2005 | TMG01 | 6210 | 113 | 11 | |
| C | 2006 | TMG01 | 6390 | 111 | 10 | |
| C | 2007 | TMG01 | 6670 | 112 | 11 | |
| C | 2008 | TMG01 | 6690 | 110 | 11 | |
| C | 2009 | TMG01 | 7070 | 113 | 11 | |
| C | 2010 | TMG01 | 7120 | 113 | | |
| C | 2011 | TMG01 | 7050 | 110 | 11 | 28.7% |
| C | 2012 | TMG01 | 7350 | 111 | 10 | 28.8% |
| C | 2013 | TMG01 | 7230 | 109 | 10 | |
| C | 2014 | TMG01 | | | | |
| C | 2015 | TMG01 | | | | |
| C | 2016 | TMG01 | 8100 | 112 | 10 | 25.7% |
| C | 2017 | TMG01 | 8320 | | | 25.2% |
| C | 2018 | TMG01 | 8330 | 111 | 10 | 26.7% |
| C | 2019 | TMG01 | 8300 | 112 | 10 | 26.6% |
| C | 2020 | TMG01 | 6940 | 113 | 11 | 33.0% |
| C | 2021 | TMG01 | 7710 | 114 | 11 | 34.1% |
| C | 2022 | TMG01 | 8170 | 116 | 10 | 31.9% |
| C | 2023 | TMG01 | 8500 | 112 | 10 | 30.7% |
| C | 2024 | FHWA | 8700 | 113 | 10 | 30.2% |
| EB | 1989 | OLDMHT | 2273 | | | |
| EB | 1990 | OLDMHT | 2287 | | | |
| EB | 1991 | OLDMHT | 2231 | | | |
| EB | 1992 | OLDMHT | 2320 | | | |
| EB | 1993 | OLDMHT | 2430 | | | 17.4% |
| EB | 1994 | E1442 | 2520 | 117 | 14 | |
| EB | 1995 | E1442 | 2590 | 118 | 12 | |
| EB | 1996 | E1442 | 2600 | 120 | 12 | 19.4% |
| EB | 1997 | E1442 | 2680 | 116 | 11 | |
| EB | 1998 | E1442 | 2850 | 115 | 11 | |
| EB | 1999 | E1442 | 2930 | 114 | 11 | |
| EB | 2000 | E1442 | 2850 | 115 | 11 | |
| EB | 2001 | E1442 | 2870 | 113 | 11 | |
| EB | 2002 | E1442 | 2970 | 114 | 11 | |
| EB | 2003 | E1442 | 3020 | 114 | 11 | |
| EB | 2004 | E1442 | 3050 | 113 | 11 | |
| EB | 2005 | TMG01 | 3070 | 113 | 11 | |
| EB | 2006 | TMG01 | 3230 | 111 | 10 | |
| EB | 2007 | TMG01 | 3310 | 113 | 11 | |
| EB | 2008 | TMG01 | 3320 | 110 | 11 | |
| EB | 2009 | TMG01 | 3510 | 113 | 11 | |
| EB | 2010 | TMG01 | 3560 | 113 | | |
| EB | 2011 | TMG01 | 3500 | 111 | 11 | 27.7% |
| EB | 2012 | TMG01 | 3640 | 111 | 10 | 28.0% |
| EB | 2013 | TMG01 | 3570 | 109 | 10 | |
| EB | 2014 | TMG01 | | | | |
| EB | 2015 | TMG01 | | | | |
| EB | 2016 | TMG01 | 4060 | 112 | | 24.9% |
| EB | 2017 | TMG01 | 4160 | 113 | | 25.2% |
| EB | 2018 | TMG01 | 4160 | 111 | | 26.0% |
| EB | 2019 | TMG01 | 4150 | 112 | | 26.0% |
| EB | 2020 | TMG01 | 3460 | 113 | | 32.4% |

| | | | | | |
|---|---|---|---|---|---|
| EB | 2021 | TMG01 | 3840 | 114 | 33.9% |
| EB | 2022 | TMG01 | 4070 | 116 | 31.9% |
| EB | 2023 | TMG01 | 4220 | 112 | 30.3% |
| EB | 2024 | FHWA | 4320 | 113 | 29.4% |
| WB | 1989 | OLDMHT | 2290 | | |
| WB | 1990 | OLDMHT | 2298 | | |
| WB | 1991 | OLDMHT | 2258 | | |
| WB | 1992 | OLDMHT | 2320 | | |
| WB | 1993 | OLDMHT | 2430 | | 17.4% |
| WB | 1994 | E1442 | 2520 | 117 | |
| WB | 1995 | E1442 | 2590 | 118 | |
| WB | 1996 | E1442 | 2600 | 120 | 19.4% |
| WB | 1997 | E1442 | 2700 | 116 | |
| WB | 1998 | E1442 | 2850 | 115 | |
| WB | 1999 | E1442 | 2940 | 114 | |
| WB | 2000 | E1442 | 2880 | 115 | |
| WB | 2001 | E1442 | 2900 | 113 | |
| WB | 2002 | E1442 | 2990 | 114 | |
| WB | 2003 | E1442 | 3040 | 114 | |
| WB | 2004 | E1442 | 3090 | 113 | |
| WB | 2005 | TMG01 | 3140 | 113 | |
| WB | 2006 | TMG01 | 3160 | 111 | |
| WB | 2007 | TMG01 | 3360 | 112 | |
| WB | 2008 | TMG01 | 3370 | 109 | |
| WB | 2009 | TMG01 | 3560 | 112 | |
| WB | 2010 | TMG01 | | | |
| WB | 2011 | TMG01 | 3550 | 110 | 29.6% |
| WB | 2012 | TMG01 | 3710 | 110 | 29.6% |
| WB | 2013 | TMG01 | 3660 | 109 | |
| WB | 2014 | TMG01 | | | |
| WB | 2015 | TMG01 | | | |
| WB | 2016 | TMG01 | 4040 | 112 | 26.5% |
| WB | 2017 | TMG01 | | | |
| WB | 2018 | TMG01 | 4170 | 111 | 27.3% |
| WB | 2019 | TMG01 | 4150 | 111 | 27.2% |
| WB | 2020 | TMG01 | 3480 | 113 | 33.6% |
| WB | 2021 | TMG01 | 3870 | 114 | 34.4% |
| WB | 2022 | TMG01 | 4100 | 115 | 32.0% |
| WB | 2023 | TMG01 | 4280 | 112 | 31.1% |
| WB | 2024 | FHWA | 4380 | 113 | 31.1% |

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# Graphical Representation of Traffic Statistics

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**See the next pages:**

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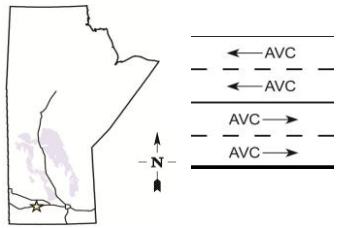
*Manitoba Infrastructure and Transportation - Manitoba Highway Traffic Information System*
*This report generated 08/12/2025*

*Contact: Urban Mobility and Transportation Informatics Group*
*Email: mhtis_info@umanitoba.ca*

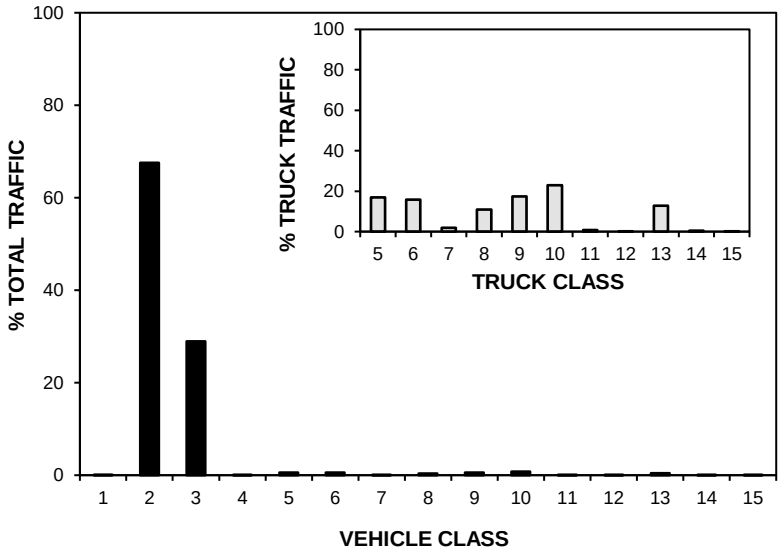
# • Station 79 •



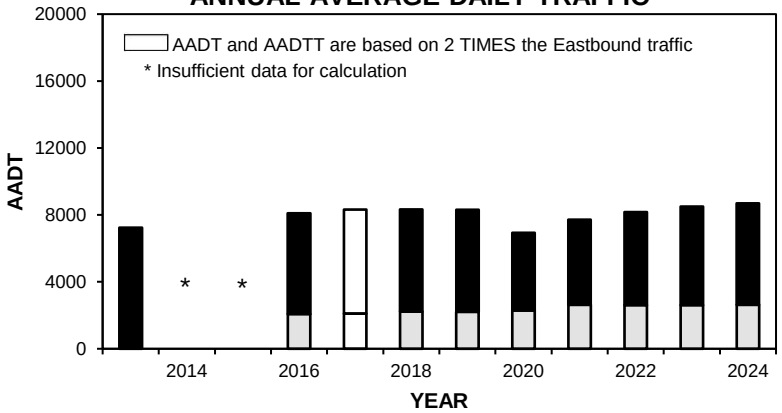

**Location:** PTH 1, 3.3 km West of PTH 5
**Flow:** EB-WB
**Type:** AVC
**AADT:** 8700
**AADTT:** 2630
**ASDT%:** 113
**Annual Growth:** 120 veh/day/yr

Total Traffic  Truck Traffic

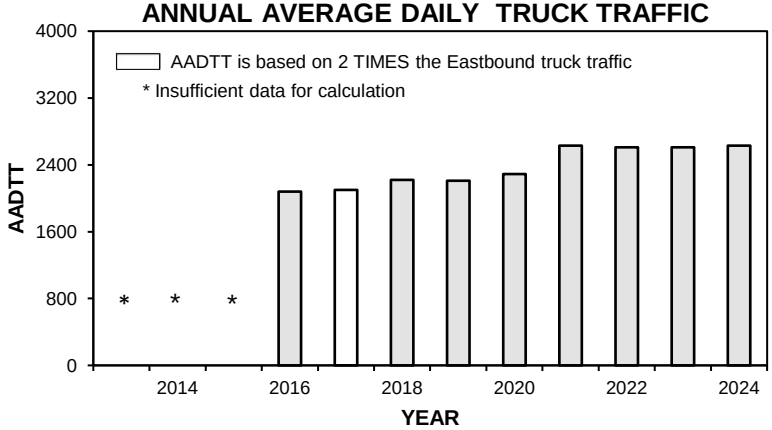
## VEHICLE CLASS DISTRIBUTION



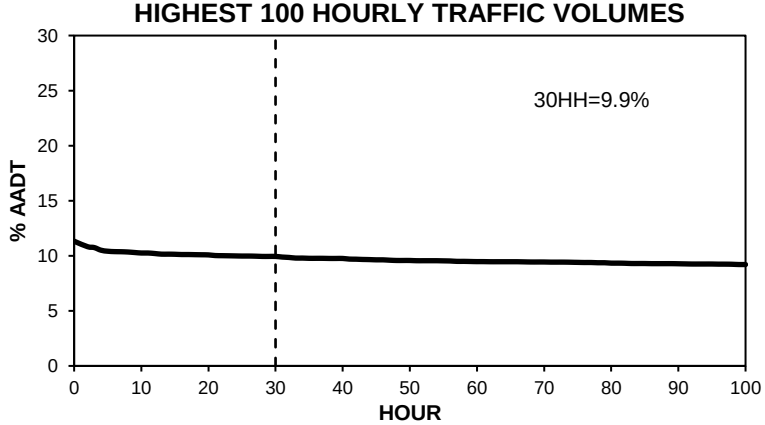

## ANNUAL AVERAGE DAILY TRAFFIC




## ANNUAL AVERAGE DAILY TRUCK TRAFFIC



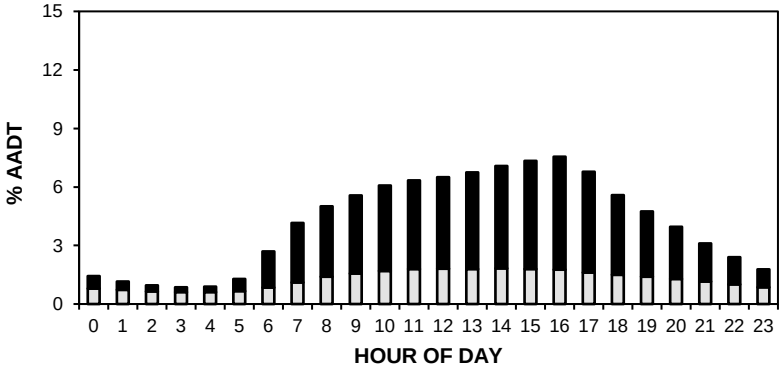

## HIGHEST 100 HOURLY TRAFFIC VOLUMES

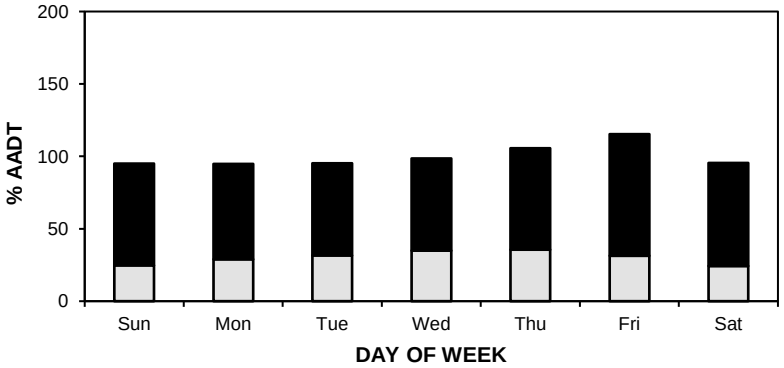


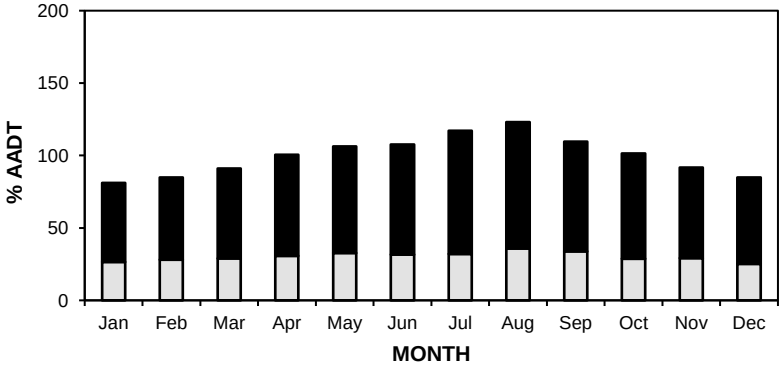
# • Station 79 •

Total Traffic  Truck Traffic

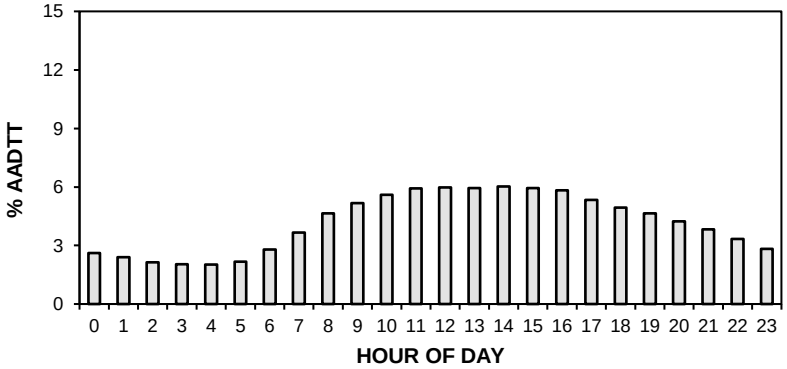
## TOTAL TRAFFIC VARIATION

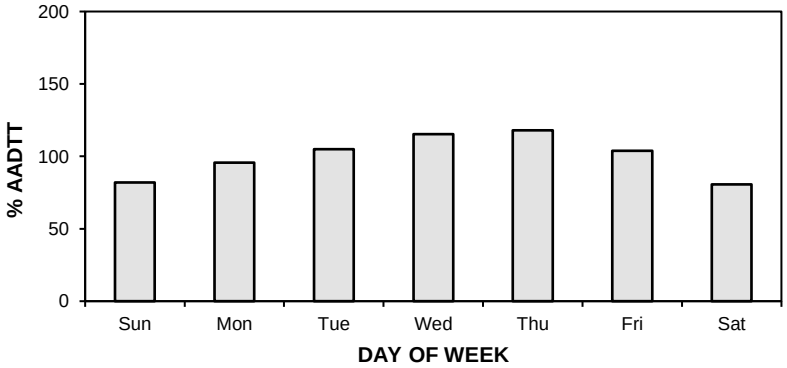


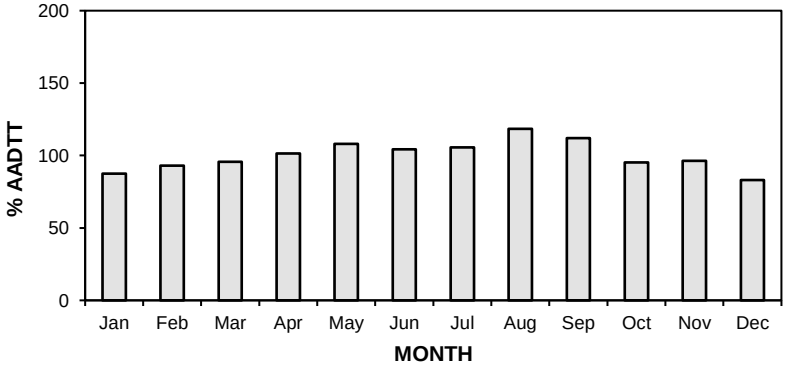




## TRUCK TRAFFIC VARIATION



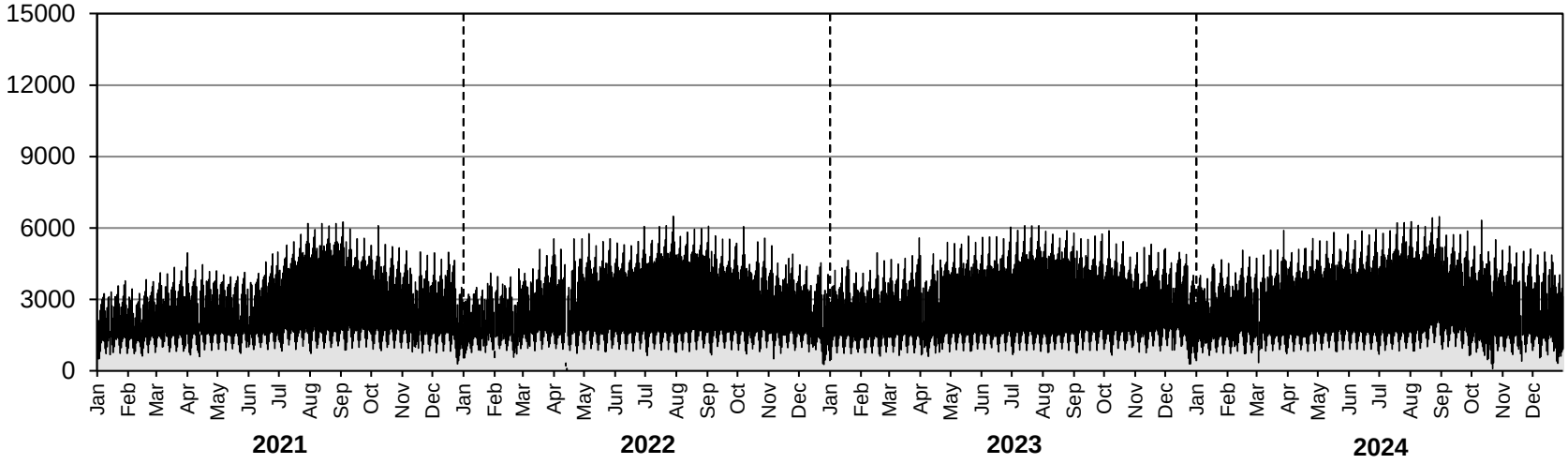
# • Station 79 •

**AADT:** 8700

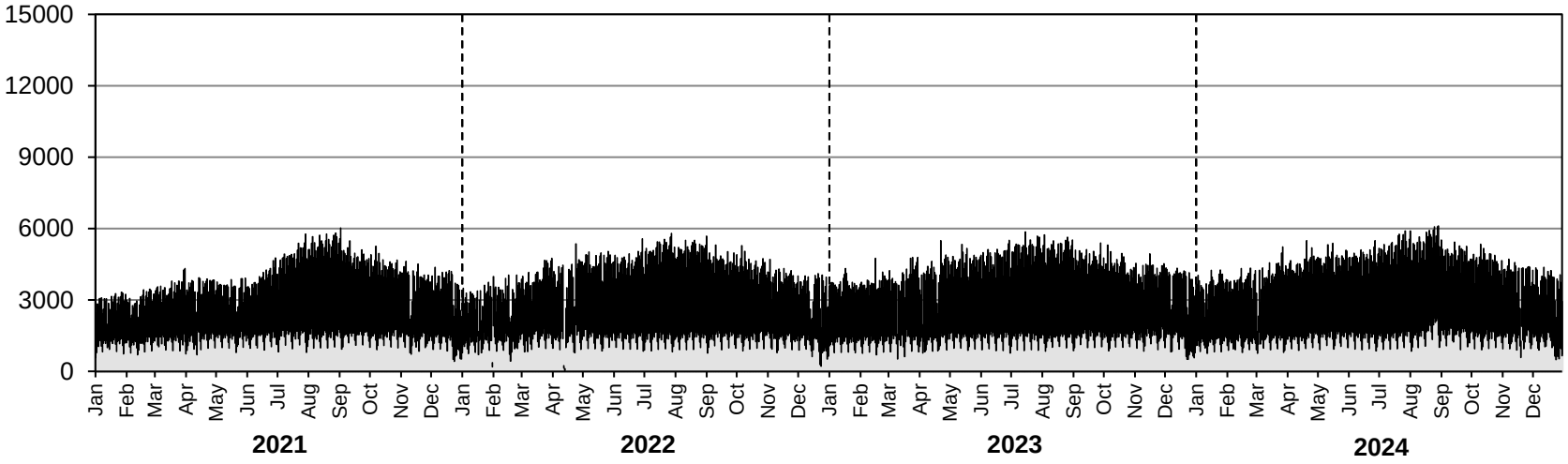
Total Traffic  Truck Traffic

**2021-2024 DAILY TOTAL TRAFFIC COUNTS**

Eastbound AADT: 4320




Westbound AADT: 4380



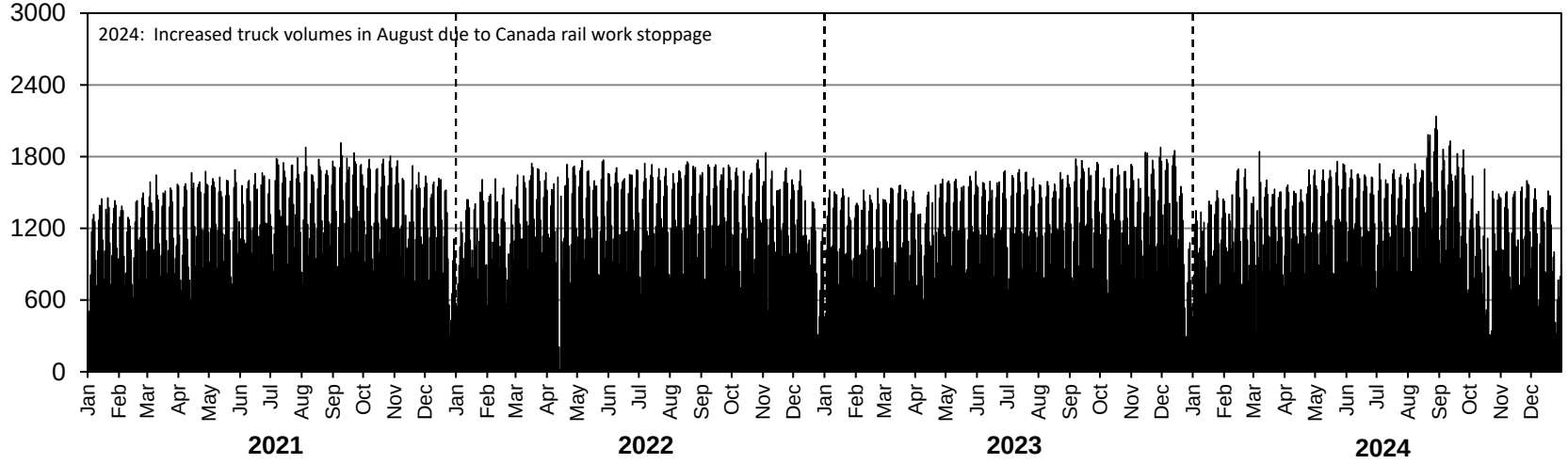
# • Station 79 •

**AADTT:** 2630

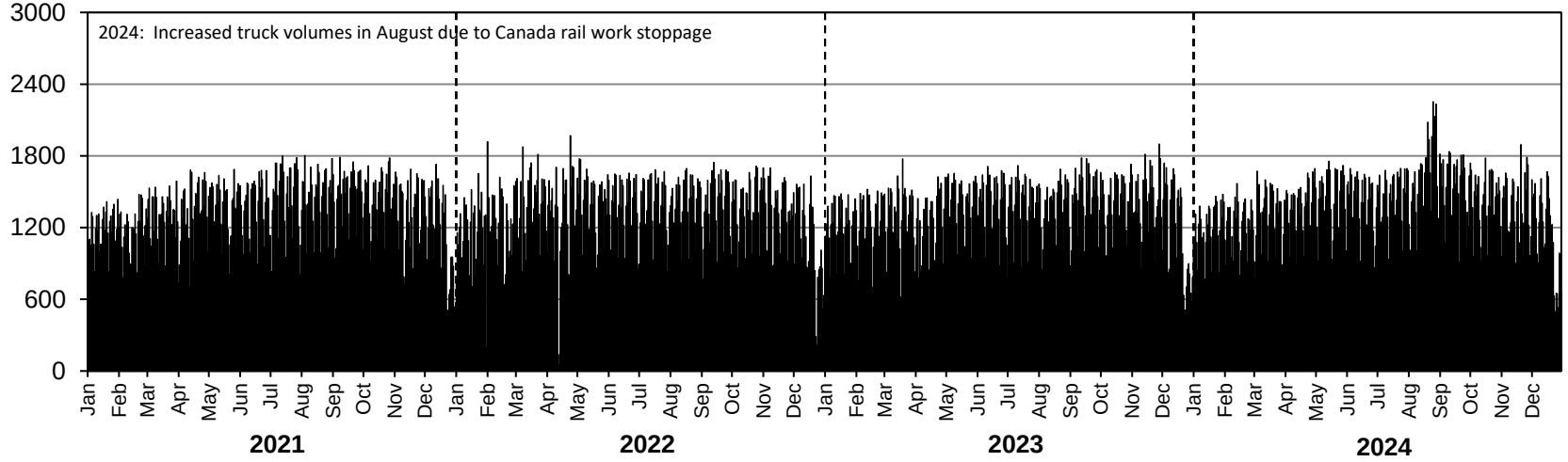
Truck Traffic

## 2021-2024 DAILY TRUCK TRAFFIC COUNTS

Eastbound AADTT: 1270




Westbound AADTT: 1360



Manitoba Highway Traffic Information System (MHTIS)

# Station 86
# Highway 101 0.5 KM E. OF WENZEL RD.

Control Section: 1101070 -- Sequence: 110107020
Station Type: CCS -- Equipment Type: AVC

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1997 | E1442 | 3150 | 133 | 15 | |
| C | 1998 | E1442 | 3460 | 115 | 14 | |
| C | 1999 | E1442 | 3970 | 117 | 14 | |
| C | 2000 | E1442 | 3960 | 117 | 14 | |
| C | 2001 | E1442 | 4100 | 115 | 15 | |
| C | 2002 | E1442 | 4410 | 116 | 15 | 19.0% |
| C | 2003 | E1442 | 4630 | 117 | 14 | 21.4% |
| C | 2004 | E1442 | 4640 | 117 | 15 | 20.3% |
| C | 2005 | TMG01 | 4820 | 118 | 15 | |
| C | 2006 | TMG01 | 5420 | 116 | | 21.1% |
| C | 2007 | TMG01 | 5580 | 116 | 15 | 20.1% |
| C | 2008 | TMG01 | 5680 | 115 | 15 | 18.8% |
| C | 2009 | TMG01 | 6150 | 117 | 15 | 18.4% |
| C | 2010 | TMG01 | 6600 | 115 | 14 | 18.3% |
| C | 2011 | TMG01 | 7350 | 117 | 16 | 18.1% |
| C | 2012 | TMG01 | 7940 | 118 | 16 | 17.0% |
| C | 2013 | TMG01 | | | | |
| C | 2014 | TMG01 | 8840 | 116 | 16 | 16.4% |
| C | 2015 | TMG01 | 9520 | 118 | 15 | 15.8% |
| C | 2016 | TMG01 | 9010 | 115 | 15 | 15.4% |
| C | 2017 | TMG01 | 9300 | 116 | 15 | 15.6% |
| C | 2018 | TMG01 | | | | |
| C | 2019 | TMG01 | 12260 | 115 | 15 | 14.2% |
| C | 2020 | TMG01 | 11890 | 115 | 14 | 16.7% |
| C | 2021 | TMG01 | 13220 | 115 | 15 | 16.6% |
| C | 2022 | TMG01 | 14160 | 121 | 14 | 15.3% |
| C | 2023 | TMG01 | 14930 | 116 | 15 | 14.4% |
| C | 2024 | FHWA | | | | |
| EB | 1997 | E1442 | 1560 | 133 | 15 | |
| EB | 1998 | E1442 | 1720 | 115 | 14 | |
| EB | 1999 | E1442 | 1970 | 117 | 14 | |
| EB | 2000 | E1442 | 1970 | 117 | 14 | |
| EB | 2001 | E1442 | 2030 | 115 | 15 | |
| EB | 2002 | E1442 | 2190 | 116 | 15 | 19.0% |
| EB | 2003 | E1442 | 2310 | 117 | 14 | 21.4% |
| EB | 2004 | E1442 | 2320 | 117 | 15 | 20.3% |
| EB | 2005 | TMG01 | 2470 | 118 | 15 | |
| EB | 2006 | TMG01 | 2710 | 116 | | 20.3% |
| EB | 2007 | TMG01 | 2820 | 115 | 15 | 19.1% |
| EB | 2008 | TMG01 | 2850 | 115 | 15 | 18.6% |
| EB | 2009 | TMG01 | 3080 | 117 | 15 | 18.2% |
| EB | 2010 | TMG01 | 3320 | 115 | 14 | 18.1% |
| EB | 2011 | TMG01 | 3710 | 117 | 16 | 17.8% |
| EB | 2012 | TMG01 | 4020 | 119 | 16 | 16.7% |
| EB | 2013 | TMG01 | | | | |
| EB | 2014 | TMG01 | 4470 | 115 | | 16.1% |
| EB | 2015 | TMG01 | | | | |
| EB | 2016 | TMG01 | 4540 | 115 | | 15.0% |
| EB | 2017 | TMG01 | 4620 | 116 | | 15.4% |
| EB | 2018 | TMG01 | | | | |
| EB | 2019 | TMG01 | 6280 | 115 | | 14.2% |
| EB | 2020 | TMG01 | 6030 | 115 | | 16.3% |
| EB | 2021 | TMG01 | 6700 | 114 | | 16.4% |
| EB | 2022 | TMG01 | 7100 | 120 | | 16.6% |
| EB | 2023 | TMG01 | 7490 | 117 | | 15.4% |
| EB | 2024 | FHWA | | | | |
| WB | 1997 | E1442 | 1590 | 133 | | |
| WB | 1998 | E1442 | 1740 | 115 | | |
| WB | 1999 | E1442 | 2000 | 117 | | |
| WB | 2000 | E1442 | 1990 | 117 | | |
| WB | 2001 | E1442 | 2070 | 115 | | |
| WB | 2002 | E1442 | 2220 | 116 | | 19.0% |
| WB | 2003 | E1442 | 2320 | 117 | | 21.4% |
| WB | 2004 | E1442 | 2320 | 117 | | 20.3% |
| WB | 2005 | TMG01 | 2350 | 118 | | |
| WB | 2006 | TMG01 | | | | |
| WB | 2007 | TMG01 | 2760 | 118 | | 21.0% |

| | | | | | |
|---|---|---|---|---|---|
| WB | 2008 | TMG01 | 2830 | 115 | 19.1% |
| WB | 2009 | TMG01 | 3070 | 117 | 18.6% |
| WB | 2010 | TMG01 | 3280 | 115 | 18.6% |
| WB | 2011 | TMG01 | 3640 | 116 | 18.4% |
| WB | 2012 | TMG01 | 3920 | 118 | 17.3% |
| WB | 2013 | TMG01 | | | |
| WB | 2014 | TMG01 | 4370 | 116 | 16.7% |
| WB | 2015 | TMG01 | 4760 | 118 | 15.8% |
| WB | 2016 | TMG01 | 4470 | 115 | 15.9% |
| WB | 2017 | TMG01 | 4680 | 117 | 15.8% |
| WB | 2018 | TMG01 | | | |
| WB | 2019 | TMG01 | 5980 | 116 | |
| WB | 2020 | TMG01 | 5860 | 115 | 17.1% |
| WB | 2021 | TMG01 | 6520 | 115 | 16.7% |
| WB | 2022 | TMG01 | 7060 | 123 | 14.0% |
| WB | 2023 | TMG01 | 7440 | 116 | |
| WB | 2024 | FHWA | | | |

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# Graphical Representation of Traffic Statistics

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**See the next pages:**

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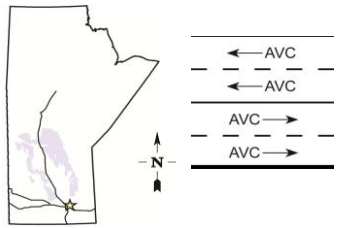
*Manitoba Infrastructure and Transportation - Manitoba Highway Traffic Information System*
*This report generated 08/12/2025*

*Contact: Urban Mobility and Transportation Informatics Group*
*Email: mhtis_info@umanitoba.ca*

# • Station 86 •

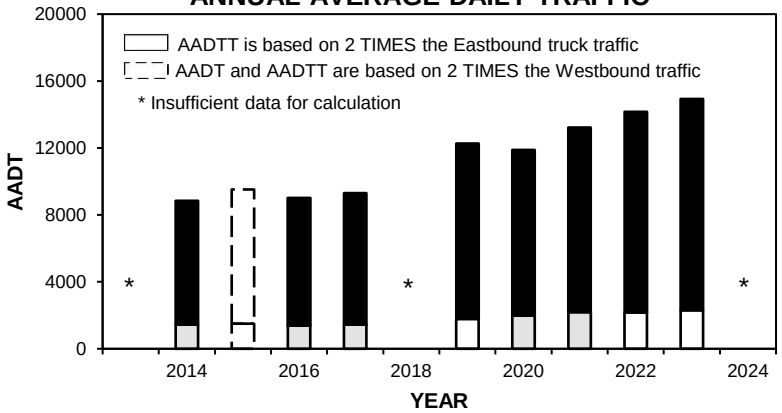



**Location:** PTH 101, 0.5 km East of Wenzel Road (Wenzel)
**Flow:** NB-SB
**Type:** AVC
**2023 AADT:** 14930
**2023 AADTT:** 2300
**2023 ASDT%:** 116
**2023 Annual Growth:** 430 veh/day/yr

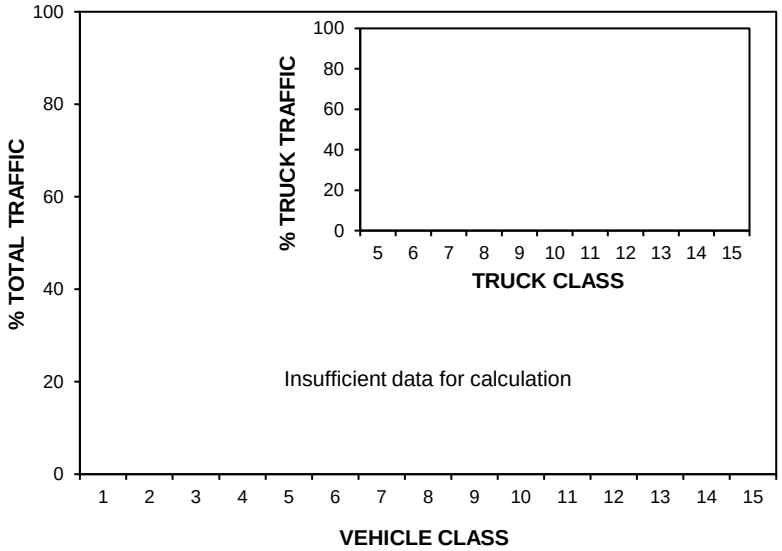
*Equipment out of service in August and September (EB only), June and July (WB only) and from January to May and from August to October (WB truck traffic*

Total Traffic  Truck Traffic

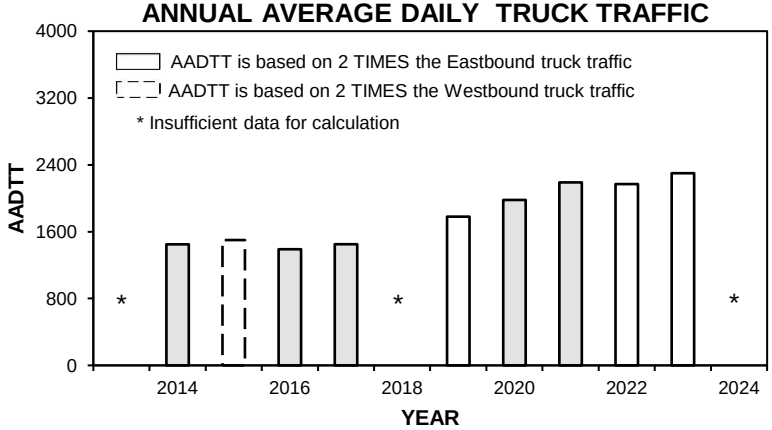
## ANNUAL AVERAGE DAILY TRAFFIC



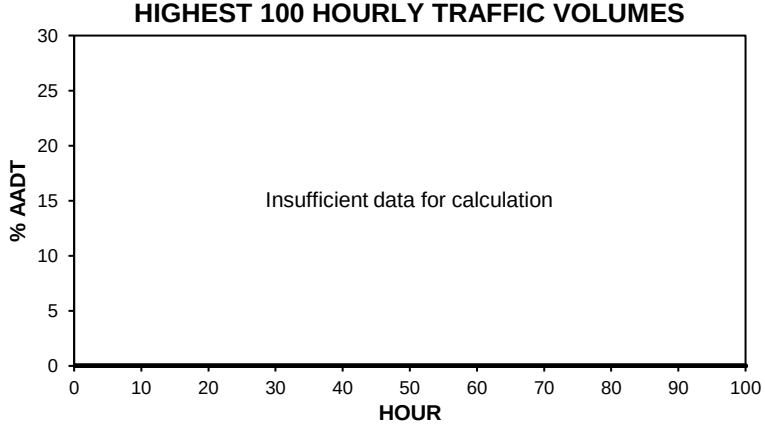

## VEHICLE CLASS DISTRIBUTION




## ANNUAL AVERAGE DAILY TRUCK TRAFFIC



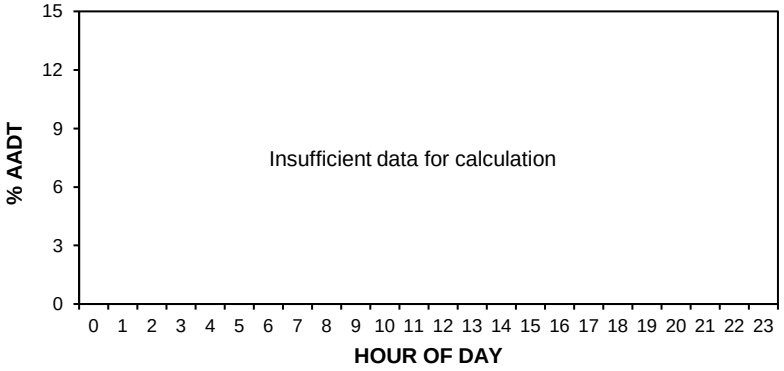

## HIGHEST 100 HOURLY TRAFFIC VOLUMES

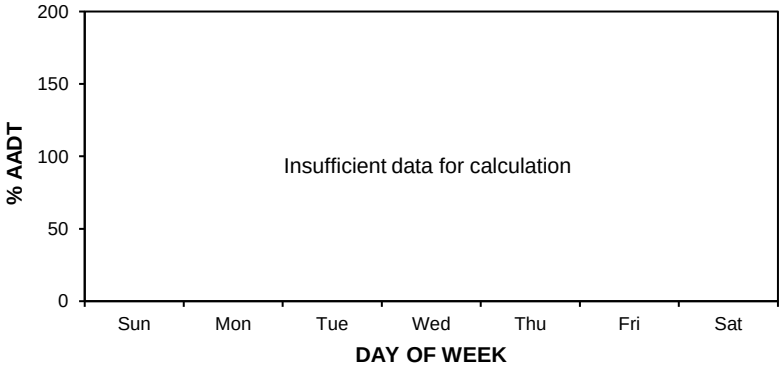


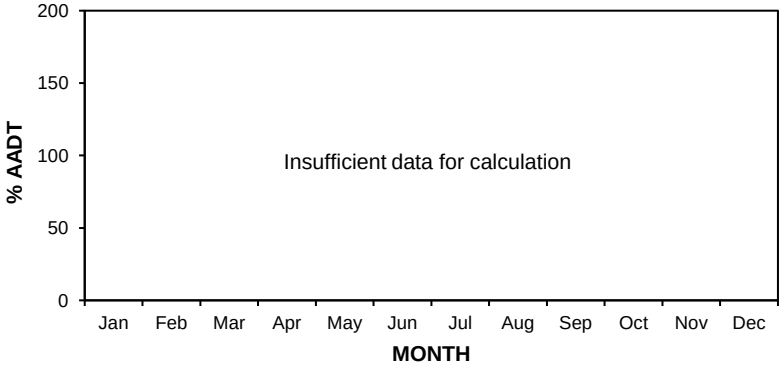
# • Station 86 •

Total Traffic  Truck Traffic

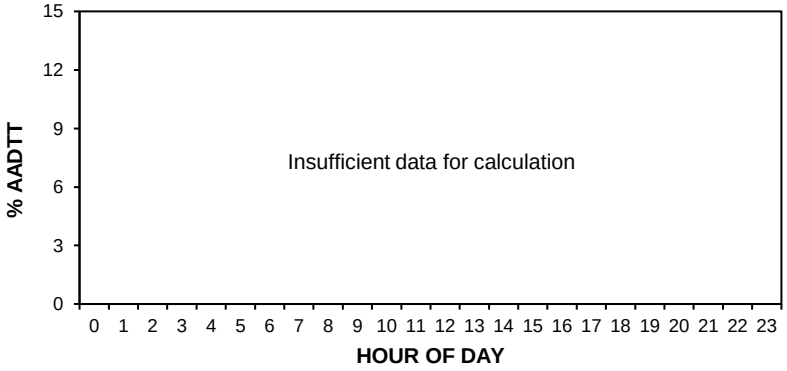
## TOTAL TRAFFIC VARIATION

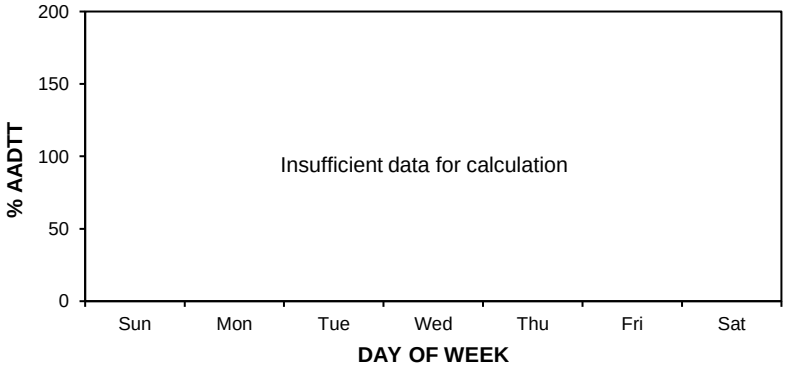


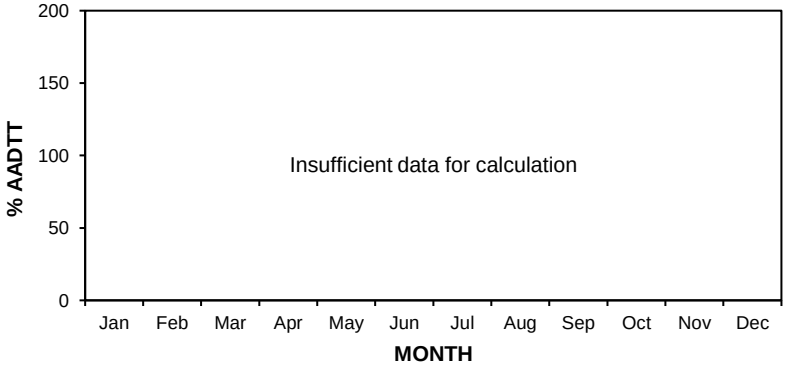




## TRUCK TRAFFIC VARIATION



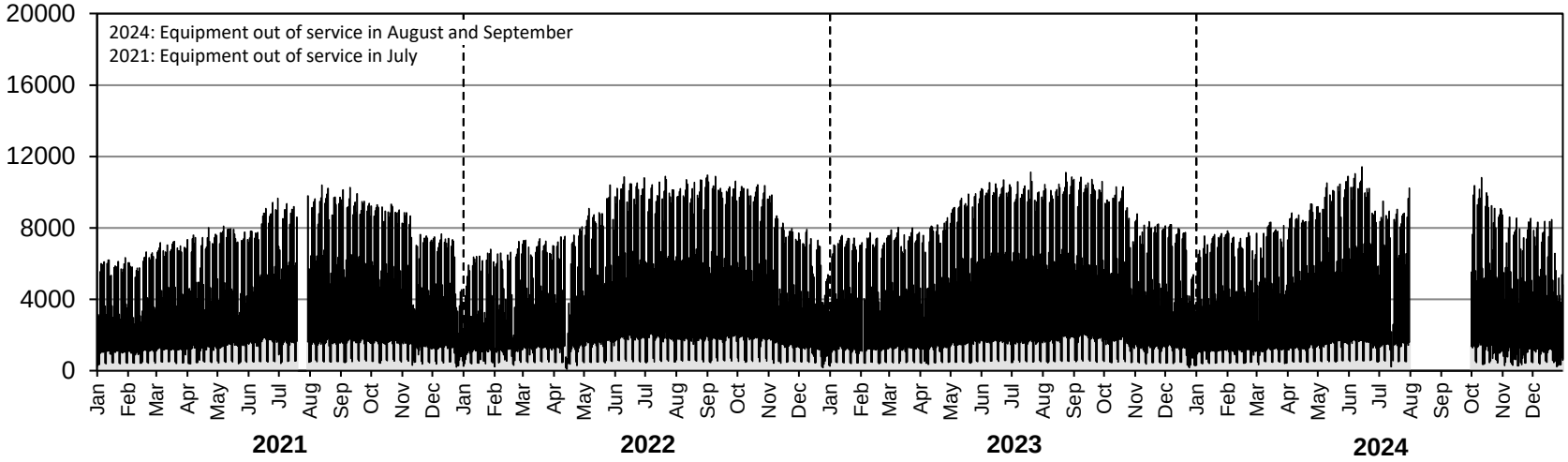
# • Station 86 •

**2023 AADT:** 14930

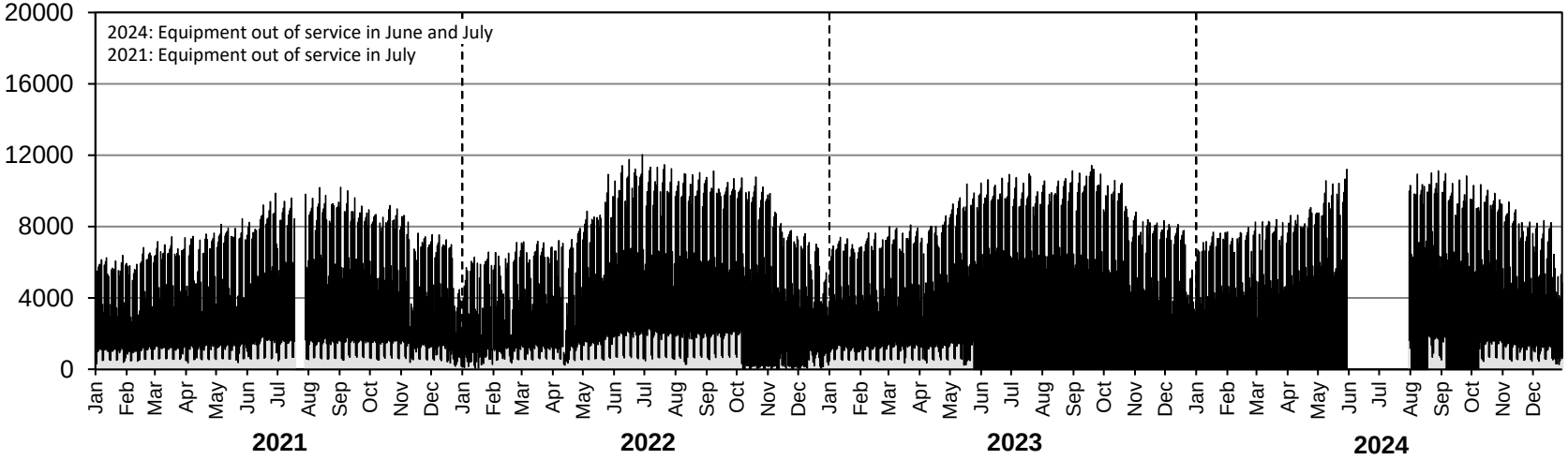
Total Traffic  Truck Traffic

## 2021-2024 DAILY TOTAL TRAFFIC COUNTS

Eastbound AADT: Insufficient data for calculation




Westbound AADT: Insufficient data for calculation



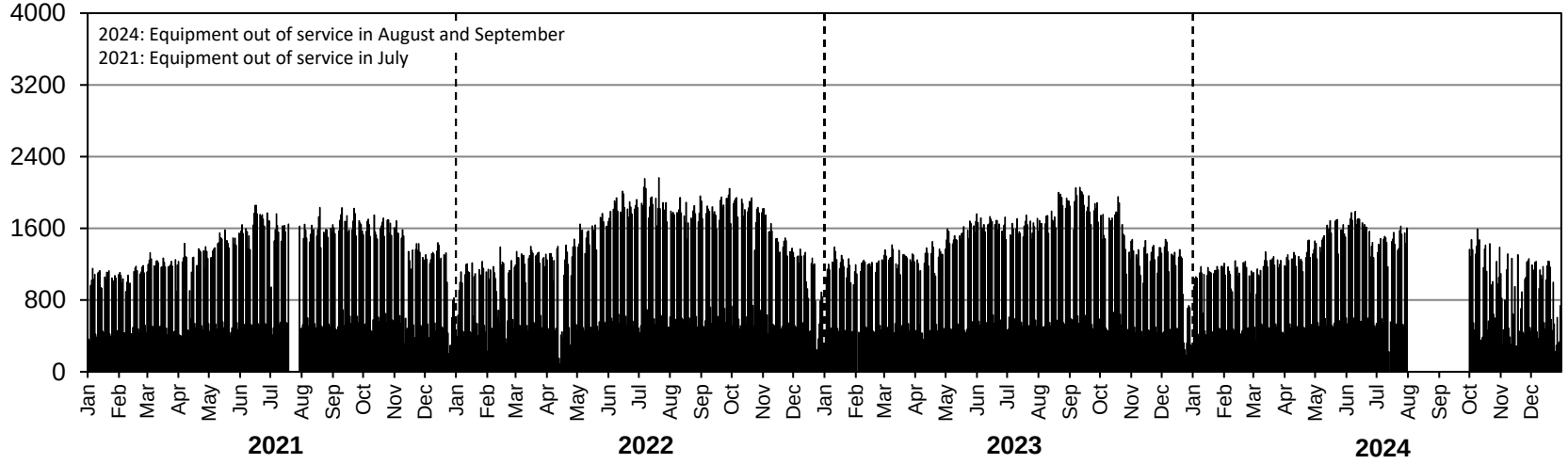
# • Station 86 •

**2023 AADTT:** 2300

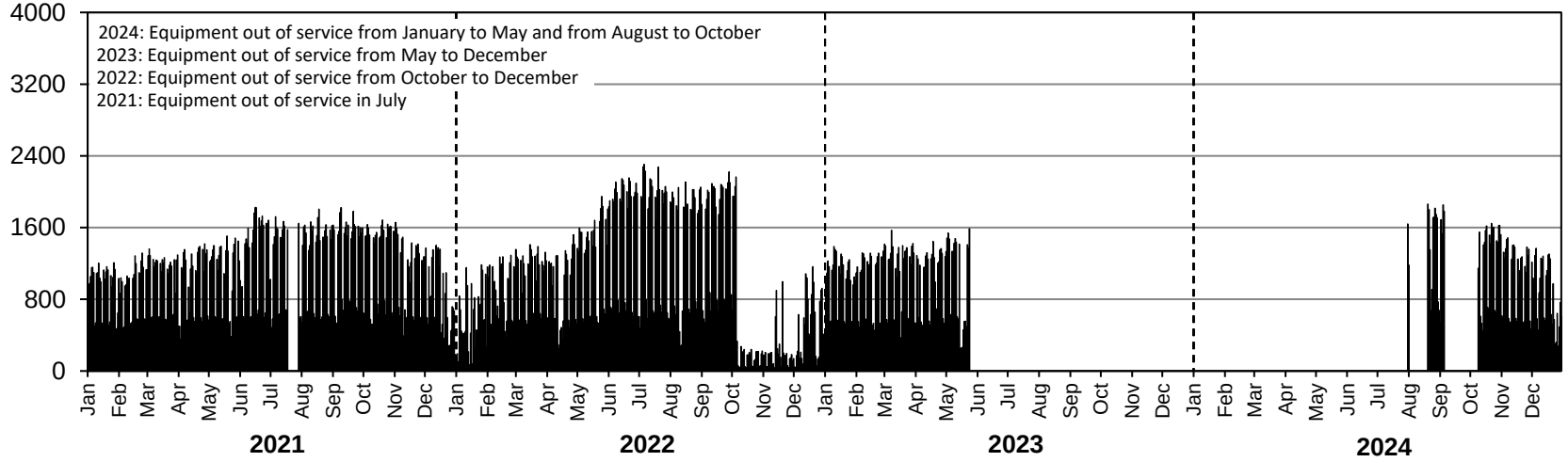
Truck Traffic

## 2021-2024 DAILY TRUCK TRAFFIC COUNTS

Eastbound AADTT: Insufficient data for calculation




Westbound AADTT: Insufficient data for calculation



Manitoba Highway Traffic Information System (MHTIS)

# Station 551
# Highway 59 S. OF P.R. #202

Control Section: 1059080 -- Sequence: 105908010
Station Type: SDC -- Equipment Type: SDC-LOOP

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1989 | OLDMHT | 16546 | | | |
| C | 1990 | OLDMHT | 17034 | | | |
| C | 1991 | OLDMHT | 17104 | | | |
| C | 1992 | OLDMHT | 16000 | | | |
| C | 1993 | OLDMHT | 16800 | | | 7.1% |
| C | 1995 | 95A1 | 18850 | 115 | 12 | |
| C | 1997 | 97A1 | 18400 | 132 | 12 | 4.2% |
| C | 1999 | 99A1 | 20210 | 113 | | |
| C | 2001 | 01A1 | 22340 | 113 | | |
| C | 2003 | 03A1 | 23080 | 110 | | |
| C | 2005 | TMG01 | 20030 | 118 | 15 | |
| C | 2007 | TMG01 | 21070 | 116 | 15 | |
| C | 2009 | TMG01 | 22040 | 117 | 15 | |
| C | 2011 | TMG01 | 21810 | 117 | 16 | |
| C | 2014 | TMG01 | 23180 | 116 | 16 | |
| NB | 1989 | OLDMHT | 8273 | | | |
| NB | 1990 | OLDMHT | 8517 | | | |
| NB | 1991 | OLDMHT | 8552 | | | |
| NB | 1992 | OLDMHT | 8000 | | | |
| NB | 1993 | OLDMHT | 8400 | | | 7.1% |
| NB | 1995 | 95A1 | 9040 | 115 | | |
| NB | 1997 | 97A1 | 9120 | 132 | | 4.2% |
| NB | 1999 | 99A1 | 9940 | 113 | | |
| NB | 2001 | 01A1 | 11100 | 113 | | |
| NB | 2003 | 03A1 | 11820 | 110 | | |
| NB | 2005 | TMG01 | 10080 | 118 | | |
| NB | 2007 | TMG01 | 10790 | 116 | | |
| NB | 2009 | TMG01 | 11390 | 117 | | |
| NB | 2011 | TMG01 | 11080 | 117 | | |
| NB | 2014 | TMG01 | 11560 | 116 | | |
| SB | 1989 | OLDMHT | 8273 | | | |
| SB | 1990 | OLDMHT | 8517 | | | |
| SB | 1991 | OLDMHT | 8552 | | | |
| SB | 1992 | OLDMHT | 8000 | | | |
| SB | 1993 | OLDMHT | 8400 | | | 7.1% |
| SB | 1995 | 95A1 | 9810 | 115 | | |
| SB | 1997 | 97A1 | 9280 | 132 | | 4.2% |
| SB | 1999 | 99A1 | 10270 | 113 | | |
| SB | 2001 | 01A1 | 11240 | 113 | | |
| SB | 2003 | 03A1 | 11260 | 110 | | |
| SB | 2005 | TMG01 | 9950 | 118 | | |
| SB | 2007 | TMG01 | 10280 | 116 | | |
| SB | 2009 | TMG01 | 10650 | 117 | | |
| SB | 2011 | TMG01 | 10730 | 117 | | |
| SB | 2014 | TMG01 | 11620 | 116 | | |

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*This report generated 08/12/2025*

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Manitoba Highway Traffic Information System (MHTIS)

# Station 718
# Highway 1 E. OF E. JCT. P.T.H. #10

Control Section: 3001100 -- Sequence: 300110010
Station Type: SDC -- Equipment Type: SDC-LOOP

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1989 | OLDMHT | 5510 | | | |
| C | 1990 | OLDMHT | 5528 | | | |
| C | 1991 | OLDMHT | 5546 | | | |
| C | 1992 | OLDMHT | 5600 | | | |
| C | 1993 | OLDMHT | 5600 | | | 16.8% |
| C | 1994 | 944A1 | 6070 | 116 | 14 | 17.0% |
| C | 1996 | 96A1 | 6500 | 119 | 12 | |
| C | 1997 | 97A1 | 6230 | 115 | 12 | |
| C | 1998 | 98A1 | 6510 | 116 | 12 | |
| C | 2000 | 00A1 | 5840 | 116 | 12 | |
| C | 2002 | 02A1 | 6650 | 115 | 12 | |
| C | 2004 | 04A1 | 6510 | 112 | 12 | |
| C | 2006 | TMG01 | 6690 | 111 | 12 | |
| C | 2008 | TMG01 | 7120 | 110 | 12 | |
| C | 2010 | TMG01 | 7690 | 111 | 12 | |
| C | 2013 | TMG01 | 7890 | 113 | 12 | |
| C | 2016 | TMG01 | 8210 | 112 | 12 | |
| C | 2019 | TMG01 | 8510 | | | |
| EB | 1989 | OLDMHT | 2755 | | | |
| EB | 1990 | OLDMHT | 2764 | | | |
| EB | 1991 | OLDMHT | 2773 | | | |
| EB | 1992 | OLDMHT | 2800 | | | |
| EB | 1993 | OLDMHT | 2800 | | | 16.8% |
| EB | 1994 | 94A1 | 2990 | 116 | 14 | 17.0% |
| EB | 1996 | 96A1 | 3270 | 119 | 12 | |
| EB | 1997 | 97A1 | 3080 | 115 | 12 | |
| EB | 1998 | 98A1 | 3280 | 116 | 12 | |
| EB | 2000 | 00A1 | 2930 | 116 | 12 | |
| EB | 2002 | 02A1 | 3260 | 115 | 12 | |
| EB | 2004 | 04A1 | 3250 | 112 | 12 | |
| EB | 2006 | TMG01 | 3330 | 111 | 12 | |
| EB | 2008 | TMG01 | 3640 | 110 | 12 | |
| EB | 2010 | TMG01 | 3920 | 111 | 12 | |
| EB | 2013 | TMG01 | 3980 | 113 | 12 | |
| EB | 2016 | TMG01 | 4140 | 112 | 12 | |
| EB | 2019 | TMG01 | 4240 | | | |
| WB | 1989 | OLDMHT | 2755 | | | |
| WB | 1990 | OLDMHT | 2764 | | | |
| WB | 1991 | OLDMHT | 2773 | | | |
| WB | 1992 | OLDMHT | 2800 | | | |
| WB | 1993 | OLDMHT | 2800 | | | 16.8% |
| WB | 1994 | 94A1 | 3080 | 116 | | 17.0% |
| WB | 1996 | 96A1 | 3230 | 119 | | |
| WB | 1997 | 97A1 | 3150 | 115 | | |
| WB | 1998 | 98A1 | 3230 | 116 | | |
| WB | 2000 | 00A1 | 2910 | 116 | | |
| WB | 2002 | 02A1 | 3390 | 115 | | |
| WB | 2004 | 04A1 | 3260 | 112 | | |
| WB | 2006 | TMG01 | 3360 | 111 | | |
| WB | 2008 | TMG01 | 3480 | 110 | | |
| WB | 2010 | TMG01 | 3770 | 111 | | |
| WB | 2013 | TMG01 | 3910 | 113 | | |
| WB | 2016 | TMG01 | 4070 | 112 | | |
| WB | 2019 | TMG01 | 4270 | | | |



*Contact: Urban Mobility and Transportation Informatics Group*
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Manitoba Highway Traffic Information System (MHTIS)

# Station 1878
# Highway 59 S. OF P.R. #213

Control Section: 1059080 -- Sequence: 105908020
Station Type: SDC -- Equipment Type: SDC-LOOP

## Estimates of Traffic Statistics

| Dir | Date | Method | AADT | ASDT% | 30th Hour% | %Trucks |
|---|---|---|---|---|---|---|
| C | 1989 | OLDMHT | 13986 | | | |
| C | 1990 | OLDMHT | 13698 | | | |
| C | 1991 | OLDMHT | 13706 | | | |
| C | 1992 | OLDMHT | 13000 | | | |
| C | 1993 | OLDMHT | 12970 | | | 4.6% |
| C | 1995 | 95A1 | 13650 | 115 | 12 | |
| C | 1997 | 97A1 | 13840 | 132 | 12 | |
| C | 1999 | 99A1 | 15840 | 113 | | |
| C | 2001 | 01A1 | 17170 | 113 | | |
| C | 2003 | 03A1 | 17830 | 110 | | |
| C | 2005 | TMG01 | 14490 | 118 | 15 | |
| C | 2007 | TMG01 | 15210 | 116 | 15 | |
| C | 2009 | TMG01 | 16370 | 117 | 15 | |
| C | 2011 | TMG01 | 16910 | 117 | 16 | |
| C | 2014 | TMG01 | 17760 | 116 | 16 | |
| C | 2017 | TMG01 | 18180 | 116 | 15 | |
| NB | 1989 | OLDMHT | 6998 | | | |
| NB | 1990 | OLDMHT | 6849 | | | |
| NB | 1991 | OLDMHT | 6853 | | | |
| NB | 1992 | OLDMHT | 6500 | | | |
| NB | 1993 | OLDMHT | 6485 | | | 4.6% |
| NB | 1995 | 95A1 | 7090 | 115 | | |
| NB | 1997 | 97A1 | 6650 | 132 | | |
| NB | 1999 | 99A1 | 7850 | 113 | | |
| NB | 2001 | 01A1 | 8650 | 113 | | |
| NB | 2003 | 03A1 | 8940 | 110 | | |
| NB | 2005 | TMG01 | 7380 | 118 | | |
| NB | 2007 | TMG01 | 7520 | 116 | | |
| NB | 2009 | TMG01 | 8380 | 117 | | |
| NB | 2011 | TMG01 | 8610 | 117 | | |
| NB | 2014 | TMG01 | 8850 | 116 | | |
| NB | 2017 | TMG01 | 9290 | 116 | | |
| SB | 1989 | OLDMHT | 6998 | | | |
| SB | 1990 | OLDMHT | 6849 | | | |
| SB | 1991 | OLDMHT | 6853 | | | |
| SB | 1992 | OLDMHT | 6500 | | | |
| SB | 1993 | OLDMHT | 6485 | | | 4.6% |
| SB | 1995 | 95A1 | 6560 | 115 | | |
| SB | 1997 | 97A1 | 7190 | 132 | | |
| SB | 1999 | 99A1 | 7990 | 113 | | |
| SB | 2001 | 01A1 | 8520 | 113 | | |
| SB | 2003 | 03A1 | 8890 | 110 | | |
| SB | 2005 | TMG01 | 7110 | 118 | | |
| SB | 2007 | TMG01 | 7690 | 116 | | |
| SB | 2009 | TMG01 | 7990 | 117 | | |
| SB | 2011 | TMG01 | 8300 | 117 | | |
| SB | 2014 | TMG01 | 8910 | 116 | | |
| SB | 2017 | TMG01 | 8890 | 116 | | |



*Contact: Urban Mobility and Transportation Informatics Group*
*Email: mhtis_info@umanitoba.ca*

| | |
|---|---|
| **Study Name** | PTH 59 & PR 202 |
| **Start Date** | Tuesday, April 29, 2025 7:00 |
| **End Date** | Wednesday, April 30, 2025 21:00 |
| **Site Code** | 930094990 |

## Overview

This report contains turning movement volume (TMV) data of vehicular traf

## Content

| | |
|---|---|
| **Summary** | Contains a TMV summary of all vehicular traffic in |
| **TMV Table** | Contains a pivot table of the TMV road and crossw |
| **TMV Data** | Contains measured TMV data of all vehicular traffi |

## Traffic Study

| | |
|---|---|
| **Start Date** | Tuesday, April 29, 2025 7:00 |
| **End Date** | Wednesday, April 30, 2025 21:00 |
| **Classification Categories** | Lights, Mediums, Articulated Trucks |
| **04/29/2025 AM Peaks** | 7:15 - 8:15 |
| **04/29/2025 PM Peaks** | 16:00 - 17:00 |
| **04/30/2025 AM Peaks** | 7:15 - 8:15 |
| **04/30/2025 PM Peaks** | 16:00 - 17:00 |

ffic in the intersection of study.

the intersection for defined peak periods

/alk data

ic in the intersection for each approach

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Comment: 0

| | | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 7:00 | Car | 13 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | Car | 38 | 2 | 0 | 0 | 3 | 1 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | Car | 34 | 3 | 0 | 0 | 3 | 5 | 3 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | Car | 42 | 5 | 0 | 0 | 4 | 7 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | Car | 29 | 5 | 0 | 0 | 9 | 5 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | Car | 27 | 3 | 1 | 0 | 2 | 4 | 7 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8:30 | Car | 19 | 5 | 1 | 0 | 2 | 3 | 13 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | Car | 21 | 0 | 0 | 0 | 0 | 3 | 8 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 9:00 | Car | 14 | 0 | 0 | 0 | 4 | 1 | 10 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | Car | 13 | 1 | 1 | 0 | 4 | 1 | 8 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | Car | 8 | 1 | 0 | 0 | 3 | 0 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | Car | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10:00 | Car | 13 | 0 | 0 | 0 | 3 | 3 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | Car | 14 | 6 | 0 | 0 | 3 | 3 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | Car | 15 | 3 | 0 | 0 | 2 | 2 | 8 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | Car | 12 | 0 | 0 | 0 | 1 | 1 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 11:00 | Car | 17 | 1 | 0 | 0 | 6 | 3 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | Car | 21 | 0 | 0 | 0 | 1 | 0 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 11:30 | Car | 11 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | Car | 7 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | Car | 15 | 4 | 1 | 0 | 1 | 1 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | Car | 15 | 4 | 1 | 0 | 2 | 3 | 9 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | Car | 15 | 1 | 0 | 0 | 2 | 0 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | Car | 14 | 0 | 1 | 0 | 1 | 3 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|
| Begins | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 13:00 | Car | 24 | 3 | 1 | 0 | 4 | 0 | 8 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Lg Truck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | Car | 12 | 1 | 2 | 0 | 0 | 3 | 7 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | Car | 17 | 2 | 0 | 0 | 0 | 6 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | Car | 20 | 3 | 0 | 0 | 0 | 3 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | Car | 9 | 2 | 1 | 0 | 0 | 1 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | Car | 12 | 0 | 0 | 0 | 2 | 3 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | Car | 19 | 5 | 2 | 0 | 1 | 2 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | Car | 28 | 2 | 3 | 0 | 1 | 1 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad

Weather: 0

| | | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 15:00 | Car | 19 | 4 | 0 | 0 | 2 | 2 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | Car | 29 | 4 | 5 | 0 | 3 | 3 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | Car | 42 | 3 | 1 | 0 | 4 | 1 | 6 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | Car | 54 | 7 | 7 | 0 | 3 | 2 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | Car | 72 | 5 | 6 | 0 | 8 | 5 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | Car | 65 | 8 | 4 | 0 | 10 | 4 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | Car | 27 | 6 | 2 | 0 | 0 | 3 | 10 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | Car | 33 | 2 | 4 | 0 | 7 | 5 | 19 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | | From South | | | | | From North | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Northbound | | | | | Southbound | | | | |
| Begins | | Left | Thru | Right | U-turn | | Left | Thru | Right | U-turn | |
| PHF | | 0.66 | 0.54 | 0.53 | | | 0.67 | 0.75 | 0.59 | | |
| Summary | | 182 | 13 | 15 | 0 | 0 | 19 | 15 | 45 | 0 | 0 |
| 17:00 | Car | 69 | 8 | 3 | 0 | | 5 | 2 | 6 | 0 | |
| | Sm Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 17:15 | Car | 61 | 2 | 7 | 0 | | 6 | 4 | 15 | 0 | |
| | Sm Truck | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 17:30 | Car | 18 | 1 | 1 | 0 | | 0 | 4 | 5 | 0 | |
| | Sm Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 17:45 | Car | 31 | 1 | 3 | 0 | | 4 | 2 | 7 | 0 | |
| | Sm Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 18:00 | Car | 21 | 0 | 5 | 0 | | 3 | 1 | 4 | 0 | |
| | Sm Truck | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Lg Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| | Peds | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |
| 18:15 | Car | 11 | 2 | 1 | 0 | | 2 | 0 | 5 | 0 | |
| | Sm Truck | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | Car | 9 | 5 | 0 | 0 | 0 | 0 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | Car | 17 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | | From South | | | | From North | | | |
|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 19:00 | Car | 7 | 2 | 1 | 0 | 1 | 1 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | Car | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | Car | 7 | 0 | 1 | 0 | 0 | 2 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | Car | 10 | 1 | 0 | 0 | 3 | 2 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | Car | 9 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | Car | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | Car | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | Car | 6 | 2 | 0 | 0 | 0 | 1 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| LANES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| 7:00 - 14:00 Cars | 501 | 63 | 9 | 0 | 63 | 63 | 132 | 0 |
| 14:00 - 21:00 Cars | 704 | 75 | 58 | 0 | 66 | 51 | 139 | 0 |
| Total Cars | 1,205 | 138 | 67 | 0 | 129 | 114 | 271 | 0 |
| 7:00 - 14:00 Sm Truck | 3 | 0 | 0 | 0 | 8 | 1 | 12 | 0 |
| 14:00 - 21:00 Sm Truck | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| Total Sm Truck | 7 | 0 | 0 | 0 | 9 | 1 | 13 | 0 |
| 7:00 - 14:00 Lg Truck | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| 14:00 - 21:00 Lg Truck | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| Total Lg Truck | 1 | 1 | 0 | 0 | 3 | 1 | 2 | 0 |
| Total All | 1,213 | 139 | 67 | 0 | 141 | 116 | 286 | 0 |

| | CCW | CW | | | CCW | CW | | |
|---|---|---|---|---|---|---|---|---|
| 7:00 - 14:00 Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 21:00 Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Peds | | | 0 | | | | 0 | |

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |
| 5 | 51 | 13 | 0 | 0 | 91 | 3 | 0 | 179 |
| 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 9 |
| 0 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 18 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 147 | 31 | 0 | 4 | 196 | 5 | 0 | 439 |
| 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 6 |
| 0 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 27 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 184 | 39 | 1 | 5 | 212 | 7 | 0 | 509 |
| 1 | 14 | 1 | 0 | 0 | 7 | 1 | 0 | 26 |
| 1 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 24 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 169 | 75 | 0 | 7 | 233 | 2 | 0 | 557 |
| 0 | 12 | 2 | 0 | 0 | 7 | 0 | 0 | 22 |
| 0 | 16 | 0 | 0 | 0 | 15 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 137 | 46 | 0 | 7 | 173 | 7 | 0 | 435 |
| 1 | 7 | 2 | 0 | 0 | 3 | 0 | 0 | 15 |
| 0 | 18 | 0 | 0 | 0 | 7 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 127 | 35 | 0 | 0 | 177 | 1 | 0 | 387 |
| 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 15 |
| 0 | 13 | 0 | 0 | 0 | 20 | 0 | 0 | 33 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12 | 144 | 36 | 1 | 3 | 166 | 3 | 0 | 408 |
| 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 21 |
| 0 | 14 | 0 | 0 | 0 | 17 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 6 | 120 | 25 | 1 | 0 | 138 | 6 | 0 | 328 |
| 2 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 21 |
| 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |
| | | | | | | | | |
| 18 | 90 | 21 | 0 | 0 | 116 | 3 | 0 | 277 |
| 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 12 |
| 0 | 21 | 0 | 0 | 0 | 17 | 0 | 0 | 38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 5 | 109 | 20 | 0 | 0 | 77 | 2 | 0 | 241 |
| 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 13 |
| 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 8 | 53 | 10 | 0 | 0 | 71 | 1 | 0 | 160 |
| 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 6 |
| 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 16 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 2 | 29 | 10 | 0 | 1 | 31 | 1 | 0 | 83 |
| 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 9 |
| 0 | 12 | 0 | 0 | 0 | 10 | 0 | 0 | 22 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10 | 63 | 17 | 0 | 2 | 69 | 6 | 0 | 188 |
| 3 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 16 |
| 0 | 19 | 0 | 0 | 0 | 7 | 0 | 0 | 26 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 78 | 14 | 0 | 1 | 69 | 2 | 0 | 194 |
| 0 | 6 | 0 | 0 | 0 | 9 | 1 | 0 | 18 |
| 1 | 17 | 0 | 0 | 0 | 19 | 0 | 0 | 37 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 67 | 21 | 1 | 1 | 42 | 3 | 0 | 174 |
| 0 | 8 | 0 | 0 | 0 | 4 | 1 | 0 | 16 |
| 0 | 13 | 0 | 0 | 0 | 9 | 0 | 0 | 22 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 71 | 18 | 0 | 0 | 73 | 1 | 0 | 190 |
| 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 0 | 17 | 0 | 1 | 0 | 19 | 0 | 0 | 37 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |
| 4 | 74 | 10 | 0 | 0 | 52 | 1 | 0 | 169 |
| 1 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 16 |
| 0 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 70 | 18 | 0 | 0 | 65 | 2 | 0 | 184 |
| 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 9 |
| 1 | 17 | 0 | 0 | 0 | 11 | 0 | 0 | 29 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2 | 36 | 7 | 0 | 0 | 42 | 0 | 0 | 101 |
| 0 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 9 |
| 0 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 24 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 33 | 14 | 0 | 0 | 36 | 1 | 1 | 101 |
| 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 4 |
| 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 14 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 77 | 19 | 0 | 0 | 76 | 0 | 0 | 199 |
| 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 11 |
| 0 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 35 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 70 | 16 | 0 | 0 | 64 | 0 | 0 | 193 |
| 3 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 22 |
| 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 69 | 7 | 0 | 0 | 60 | 1 | 0 | 159 |
| 0 | 9 | 0 | 1 | 0 | 9 | 0 | 0 | 21 |
| 0 | 14 | 0 | 0 | 0 | 19 | 0 | 0 | 33 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 85 | 19 | 1 | 0 | 50 | 3 | 0 | 183 |
| 1 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 17 |
| 0 | 17 | 0 | 0 | 0 | 11 | 0 | 0 | 28 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 4 | 64 | 8 | 1 | 0 | 48 | 0 | 0 | 165 |
| 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 8 |
| 0 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 64 | 17 | 0 | 0 | 94 | 2 | 0 | 205 |
| 0 | 10 | 0 | 0 | 0 | 12 | 0 | 0 | 23 |
| 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 74 | 15 | 0 | 1 | 73 | 1 | 0 | 200 |
| 0 | 14 | 0 | 0 | 0 | 10 | 0 | 0 | 24 |
| 0 | 17 | 1 | 0 | 0 | 12 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 86 | 9 | 0 | 0 | 71 | 1 | 0 | 197 |
| 0 | 15 | 3 | 0 | 0 | 12 | 0 | 0 | 30 |
| 0 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 39 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 66 | 7 | 0 | 0 | 53 | 2 | 0 | 146 |
| 1 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 12 |
| 0 | 5 | 0 | 0 | 0 | 12 | 0 | 0 | 17 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 62 | 17 | 0 | 0 | 68 | 2 | 0 | 171 |
| 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 0 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 108 | 20 | 0 | 4 | 87 | 2 | 0 | 262 |
| 0 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 12 |
| 0 | 22 | 0 | 0 | 0 | 16 | 0 | 0 | 38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 96 | 29 | 0 | 2 | 70 | 0 | 0 | 236 |
| 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 10 |
| 0 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red

Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |
| 7 | 133 | 19 | 0 | 0 | 99 | 2 | 0 | 288 |
| 0 | 2 | 4 | 0 | 0 | 7 | 0 | 0 | 13 |
| 0 | 13 | 0 | 0 | 0 | 24 | 1 | 0 | 38 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 138 | 29 | 1 | 0 | 124 | 3 | 0 | 357 |
| 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 17 |
| 0 | 17 | 0 | 0 | 0 | 15 | 0 | 0 | 32 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 163 | 32 | 1 | 1 | 119 | 7 | 0 | 389 |
| 1 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 21 |
| 0 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 25 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 161 | 44 | 0 | 2 | 149 | 1 | 0 | 446 |
| 1 | 4 | 0 | 0 | 0 | 8 | 1 | 0 | 14 |
| 0 | 12 | 0 | 0 | 0 | 18 | 0 | 0 | 31 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 223 | 34 | 1 | 4 | 160 | 4 | 0 | 534 |
| 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 16 |
| 0 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 32 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 256 | 44 | 0 | 2 | 197 | 2 | 0 | 605 |
| 0 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 17 |
| 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 35 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 84 | 18 | 1 | 0 | 41 | 0 | 0 | 199 |
| 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 8 |
| 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 196 | 53 | 2 | 0 | 141 | 1 | 0 | 469 |
| 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 7 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 0 | 7 | 0 | 0 | | 0 | 6 | 0 | 0 | 13 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |

ON



Date

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

| From West | | | | | From East | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Eastbound | | | | | Westbound | | | | Interval |
| Left | Thru | Right | U-turn | | Left | Thru | Right | U-turn | Total |
| 0.72 | 0.89 | 0.77 | | | n/a | 0.95 | 0.56 | | 0.69364 |
| 52 | 974 | 164 | 3 | 0 | 0 | 666 | 9 | 0 | 0 2,157 |
| 18 | 275 | 38 | 0 | | 0 | 178 | 4 | 0 | 606 |
| 1 | 5 | 0 | 0 | | 0 | 6 | 0 | 0 | 12 |
| 0 | 12 | 0 | 0 | | 0 | 9 | 0 | 0 | 21 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 17 | 210 | 37 | 1 | | 0 | 140 | 2 | 0 | 502 |
| 1 | 7 | 0 | 0 | | 0 | 2 | 0 | 0 | 11 |
| 0 | 11 | 0 | 0 | | 0 | 10 | 0 | 0 | 21 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 8 | 222 | 36 | 0 | | 0 | 156 | 2 | 0 | 453 |
| 0 | 5 | 0 | 0 | | 0 | 4 | 0 | 0 | 9 |
| 1 | 20 | 0 | 0 | | 0 | 12 | 0 | 0 | 33 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 7 | 165 | 30 | 0 | | 1 | 114 | 1 | 0 | 366 |
| 0 | 5 | 1 | 0 | | 0 | 7 | 0 | 0 | 13 |
| 0 | 9 | 1 | 0 | | 0 | 10 | 0 | 0 | 20 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 4 | 138 | 8 | 0 | | 0 | 126 | 7 | 0 | 317 |
| 0 | 0 | 0 | 0 | | 0 | 2 | 1 | 0 | 4 |
| 0 | 4 | 0 | 0 | | 0 | 11 | 0 | 0 | 15 |
| 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 2 | 97 | 10 | 1 | | 0 | 92 | 1 | 1 | 225 |
| 0 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 2 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 14 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 74 | 13 | 0 | 0 | 67 | 1 | 0 | 178 |
| 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 0 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 81 | 10 | 0 | 0 | 60 | 0 | 0 | 175 |
| 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 0 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 14 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

| From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|
| Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Total |
| 4 | 52 | 6 | 0 | 0 | 58 | 2 | 0 | 138 |
| 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 12 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 37 | 7 | 0 | 0 | 51 | 0 | 0 | 118 |
| 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 52 | 6 | 0 | 0 | 42 | 0 | 0 | 119 |
| 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 0 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 64 | 9 | 0 | 0 | 51 | 1 | 0 | 149 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 3 | 60 | 8 | 1 | 1 | 29 | 1 | 0 | 115 |
| 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 2 | 18 | 2 | 0 | 1 | 18 | 0 | 0 | 47 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 0 | 43 | 3 | 1 | 0 | 22 | 0 | 0 | 74 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| 4 | 40 | 6 | 2 | 0 | 29 | 0 | 0 | 92 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 11 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total |
|---|---|---|---|---|---|---|---|---|
| 174 | 2,441 | 590 | 6 | 32 | 2,665 | 65 | 1 | |
| 174 | 3,314 | 575 | 12 | 18 | 2,541 | 48 | 1 | |
| 348 | 5,755 | 1,165 | 18 | 50 | 5,206 | 113 | 2 | 14,581 |
| | | | | | | | | |
| 12 | 204 | 10 | 2 | 0 | 171 | 4 | 0 | |
| 5 | 95 | 8 | 0 | 0 | 108 | 2 | 0 | |
| 17 | 299 | 18 | 2 | 0 | 279 | 6 | 0 | 651 |
| | | | | | | | | |
| 3 | 419 | 1 | 1 | 0 | 381 | 0 | 0 | |
| 1 | 281 | 1 | 0 | 0 | 274 | 1 | 0 | |
| 4 | 700 | 2 | 1 | 0 | 655 | 1 | 0 | 1371 |
| | | | | | | | | |
| 369 | 6,754 | 1,185 | 21 | 50 | 6,140 | 120 | 2 | 16,603 |

| CCW | CW | | | CCW | CW | | | |
|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 0 | | | | 0 | | 0 |

| Date | Time | Type | Turning Direction | Ped | Cars | Leave Blank | Sm Vehicle |
|---|---|---|---|---|---|---|---|
| 2025 Nov 25 | 7:00:00 AM | Axle | Left | 0 | 13 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Thru | 0 | 1 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Right | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Left | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Thru | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Right | 0 | 2 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Left | 0 | 5 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Thru | 0 | 51 | | 4 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Right | 0 | 13 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Left | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Thru | 0 | 91 | | 5 |
| 2025 Nov 25 | 7:00:00 AM | Axle | Right | 0 | 3 | | 0 |
| 2025 Nov 25 | 7:00:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Left | 0 | 38 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Thru | 0 | 2 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Right | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Left | 0 | 3 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Thru | 0 | 1 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Right | 0 | 4 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Left | 0 | 8 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Thru | 0 | 147 | | 2 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Right | 0 | 31 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | U-turn | 0 | 0 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Left | 0 | 4 | | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | Thru | 0 | 196 | | 4 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | 7:15:00 AM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 25 | 7:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Left | 0 | 34 | 1 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Left | 0 | 3 | 1 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Left | 0 | 13 | 1 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Thru | 0 | 184 | 14 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Right | 0 | 39 | 1 |
| 2025 Nov 25 | 7:30:00 AM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Left | 0 | 5 | 0 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Thru | 0 | 212 | 7 |
| 2025 Nov 25 | 7:30:00 AM | Axle | Right | 0 | 7 | 1 |
| 2025 Nov 25 | 7:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Left | 0 | 42 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Thru | 0 | 7 | 1 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Left | 0 | 9 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Thru | 0 | 169 | 12 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Right | 0 | 75 | 2 |
| 2025 Nov 25 | 7:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Thru | 0 | 233 | 7 |
| 2025 Nov 25 | 7:45:00 AM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | 7:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Left | 0 | 29 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Left | 0 | 9 | 1 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Right | 0 | 5 | 1 |
| 2025 Nov 25 | 8:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Left | 0 | 12 | 1 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Thru | 0 | 137 | 7 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Right | 0 | 46 | 2 |
| 2025 Nov 25 | 8:00:00 AM | Axle | U-turn | 0 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | 8:00:00 AM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Thru | 0 | 173 | 3 |
| 2025 Nov 25 | 8:00:00 AM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 25 | 8:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Left | 0 | 27 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Left | 0 | 2 | 1 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Thru | 0 | 127 | 8 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Right | 0 | 35 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Thru | 0 | 177 | 6 |
| 2025 Nov 25 | 8:15:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 8:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Left | 0 | 19 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Right | 0 | 13 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Left | 0 | 12 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Thru | 0 | 144 | 14 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Right | 0 | 36 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Thru | 0 | 166 | 7 |
| 2025 Nov 25 | 8:30:00 AM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 25 | 8:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Left | 0 | 21 | 1 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Left | 0 | 0 | 1 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Right | 0 | 8 | 1 |
| 2025 Nov 25 | 8:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Left | 0 | 6 | 2 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Thru | 0 | 120 | 10 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | 8:45:00 AM | Axle | Right | 0 | 25 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Thru | 0 | 138 | 6 |
| 2025 Nov 25 | 8:45:00 AM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 25 | 8:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Left | 0 | 14 | 1 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Left | 0 | 4 | 1 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Right | 0 | 10 | 1 |
| 2025 Nov 25 | 9:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Left | 0 | 18 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Thru | 0 | 90 | 5 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Right | 0 | 21 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Thru | 0 | 116 | 4 |
| 2025 Nov 25 | 9:00:00 AM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 25 | 9:00:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Left | 0 | 13 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Right | 0 | 8 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Left | 0 | 5 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Thru | 0 | 109 | 6 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Right | 0 | 20 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Thru | 0 | 77 | 7 |
| 2025 Nov 25 | 9:15:00 AM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | 9:15:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | U-turn | 0 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | 9:30:00 AM | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Thru | 0 | 53 | 2 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Right | 0 | 10 | 1 |
| 2025 Nov 25 | 9:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Thru | 0 | 71 | 3 |
| 2025 Nov 25 | 9:30:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 9:30:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Thru | 0 | 29 | 5 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Right | 0 | 10 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Thru | 0 | 31 | 4 |
| 2025 Nov 25 | 9:45:00 AM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 9:45:00 AM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 13 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 10 | 3 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 63 | 8 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 17 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 69 | 5 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 14 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 6 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 3 | 2 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 78 | 6 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 14 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 69 | 9 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 15 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 1 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 8 | 2 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 9 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 67 | 8 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 21 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 42 | 4 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 3 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 12 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 71 | 5 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 18 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 73 | 3 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 17 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 6 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 4 | 1 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 74 | 5 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 10 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 52 | 10 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 21 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 70 | 1 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 18 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 65 | 8 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 11 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 36 | 4 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 7 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 42 | 4 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 33 | 1 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 14 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 36 | 2 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 15 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 3 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 77 | 4 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 19 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 76 | 6 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 15 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 9 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 9 | 3 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 70 | 11 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 16 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 64 | 8 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 15 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 2 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 69 | 9 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 1 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 60 | 9 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 14 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 2 | 1 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 4 | 1 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 85 | 10 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 19 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 25 | ########## | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | ########## | Axle | Thru | 0 | 50 | 5 |
| 2025 Nov 25 | ########## | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 25 | ########## | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Left | 0 | 24 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Right | 0 | 8 | 2 |
| 2025 Nov 25 | 1:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Thru | 0 | 64 | 4 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Right | 0 | 8 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | U-turn | 0 | 1 | 1 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Thru | 0 | 48 | 1 |
| 2025 Nov 25 | 1:00:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 1:00:00 PM | Axle | U-turn | 0 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2025 Nov 25 | 1:15:00 PM | Axle | Left | 0 | 12 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Right | 0 | 7 | 1 |
| 2025 Nov 25 | 1:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Thru | 0 | 64 | 10 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Right | 0 | 17 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Thru | 0 | 94 | 12 |
| 2025 Nov 25 | 1:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 25 | 1:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Left | 0 | 17 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Thru | 0 | 6 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Thru | 0 | 74 | 14 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Right | 0 | 15 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Thru | 0 | 73 | 10 |
| 2025 Nov 25 | 1:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 25 | 1:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Left | 0 | 20 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Thru | 0 | 86 | 15 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Right | 0 | 9 | 3 |
| 2025 Nov 25 | 1:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Thru | 0 | 71 | 12 |
| 2025 Nov 25 | 1:45:00 PM | Axle | Right | 0 | 1 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 25 | 1:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Left | 0 | 9 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Left | 0 | 3 | 1 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Thru | 0 | 66 | 6 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Thru | 0 | 53 | 5 |
| 2025 Nov 24 | 2:00:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Left | 0 | 12 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Thru | 0 | 62 | 2 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Right | 0 | 17 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Thru | 0 | 68 | 1 |
| 2025 Nov 24 | 2:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Left | 0 | 19 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Thru | 0 | 108 | 7 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Right | 0 | 20 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | Thru | 0 | 87 | 5 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 2:30:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 2:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Left | 0 | 28 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Thru | 0 | 96 | 6 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Right | 0 | 29 | 2 |
| 2025 Nov 24 | 2:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Thru | 0 | 70 | 2 |
| 2025 Nov 24 | 2:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 2:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Left | 0 | 19 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Thru | 0 | 133 | 2 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Right | 0 | 19 | 4 |
| 2025 Nov 24 | 3:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Thru | 0 | 99 | 7 |
| 2025 Nov 24 | 3:00:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 3:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Left | 0 | 29 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Left | 0 | 13 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Thru | 0 | 138 | 9 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Right | 0 | 29 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Left | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 3:15:00 PM | Axle | Thru | 0 | 124 | 8 |
| 2025 Nov 24 | 3:15:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 3:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Left | 0 | 42 | 1 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Right | 0 | 6 | 1 |
| 2025 Nov 24 | 3:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Left | 0 | 9 | 1 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Thru | 0 | 163 | 6 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Right | 0 | 32 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Thru | 0 | 119 | 12 |
| 2025 Nov 24 | 3:30:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 3:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Left | 0 | 54 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Thru | 0 | 7 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Left | 0 | 12 | 1 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Thru | 0 | 161 | 4 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Right | 0 | 44 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Thru | 0 | 149 | 8 |
| 2025 Nov 24 | 3:45:00 PM | Axle | Right | 0 | 1 | 1 |
| 2025 Nov 24 | 3:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Left | 0 | 72 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Thru | 0 | 223 | 8 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Right | 0 | 34 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | U-turn | 0 | 1 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 4:00:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Thru | 0 | 160 | 8 |
| 2025 Nov 24 | 4:00:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 4:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Left | 0 | 65 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Thru | 0 | 8 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Left | 0 | 10 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Thru | 0 | 256 | 6 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Right | 0 | 44 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Thru | 0 | 197 | 11 |
| 2025 Nov 24 | 4:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 4:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Left | 0 | 27 | 1 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Thru | 0 | 6 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Thru | 0 | 3 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Right | 0 | 10 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Thru | 0 | 84 | 2 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Right | 0 | 18 | 1 |
| 2025 Nov 24 | 4:30:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Thru | 0 | 41 | 4 |
| 2025 Nov 24 | 4:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 4:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Left | 0 | 33 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Left | 0 | 7 | 1 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Right | 0 | 19 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Thru | 0 | 196 | 4 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Right | 0 | 53 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 4:45:00 PM | Axle | U-turn | 0 | 2 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Thru | 0 | 141 | 2 |
| 2025 Nov 24 | 4:45:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 4:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Left | 0 | 69 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Thru | 0 | 8 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Left | 0 | 5 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Left | 0 | 18 | 1 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Thru | 0 | 275 | 5 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Right | 0 | 38 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Thru | 0 | 178 | 6 |
| 2025 Nov 24 | 5:00:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 5:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Left | 0 | 61 | 1 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Right | 0 | 15 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Left | 0 | 17 | 1 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Thru | 0 | 210 | 7 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Right | 0 | 37 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Thru | 0 | 140 | 2 |
| 2025 Nov 24 | 5:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 5:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Left | 0 | 18 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Thru | 0 | 4 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Left | 0 | 8 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Thru | 0 | 222 | 5 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 5:30:00 PM | Axle | Right | 0 | 36 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Thru | 0 | 156 | 4 |
| 2025 Nov 24 | 5:30:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 5:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Left | 0 | 31 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Thru | 0 | 165 | 5 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Right | 0 | 30 | 1 |
| 2025 Nov 24 | 5:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Thru | 0 | 114 | 7 |
| 2025 Nov 24 | 5:45:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 5:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Left | 0 | 21 | 1 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Thru | 0 | 138 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Right | 0 | 8 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Thru | 0 | 126 | 2 |
| 2025 Nov 24 | 6:00:00 PM | Axle | Right | 0 | 7 | 1 |
| 2025 Nov 24 | 6:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Left | 0 | 11 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Right | 0 | 5 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Left | 0 | 2 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 6:15:00 PM | Axle | Thru | 0 | 97 | 2 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Right | 0 | 10 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Thru | 0 | 92 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 6:15:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Left | 0 | 9 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Thru | 0 | 5 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Thru | 0 | 74 | 2 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Right | 0 | 13 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Thru | 0 | 67 | 1 |
| 2025 Nov 24 | 6:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 6:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Left | 0 | 17 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Thru | 0 | 81 | 1 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Right | 0 | 10 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Thru | 0 | 60 | 2 |
| 2025 Nov 24 | 6:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 6:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Right | 0 | 4 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | U-turn | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 7:00:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Thru | 0 | 52 | 1 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Thru | 0 | 58 | 3 |
| 2025 Nov 24 | 7:00:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 7:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Left | 0 | 13 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Thru | 0 | 37 | 2 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Right | 0 | 7 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Thru | 0 | 51 | 1 |
| 2025 Nov 24 | 7:15:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 7:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Left | 0 | 7 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Thru | 0 | 52 | 1 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Thru | 0 | 42 | 2 |
| 2025 Nov 24 | 7:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 7:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Left | 0 | 10 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Right | 0 | 4 | 0 |

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| 2025 Nov 24 | 7:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Thru | 0 | 64 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Right | 0 | 9 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Thru | 0 | 51 | 1 |
| 2025 Nov 24 | 7:45:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 7:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Left | 0 | 9 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Thru | 0 | 60 | 2 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Right | 0 | 8 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Thru | 0 | 29 | 2 |
| 2025 Nov 24 | 8:00:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 8:00:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Thru | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Left | 0 | 2 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Thru | 0 | 18 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Left | 0 | 1 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Thru | 0 | 18 | 1 |
| 2025 Nov 24 | 8:15:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:15:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Left | 0 | 3 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Thru | 0 | 0 | 0 |

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|---|---|---|---|---|---|---|
| 2025 Nov 24 | 8:30:00 PM | Axle | Right | 0 | 1 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Thru | 0 | 43 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Right | 0 | 3 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | U-turn | 0 | 1 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Thru | 0 | 22 | 1 |
| 2025 Nov 24 | 8:30:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:30:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Left | 0 | 6 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Thru | 0 | 2 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Thru | 0 | 1 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Right | 0 | 2 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Left | 0 | 4 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Thru | 0 | 40 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Right | 0 | 6 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | U-turn | 0 | 2 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Left | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Thru | 0 | 29 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | Right | 0 | 0 | 0 |
| 2025 Nov 24 | 8:45:00 PM | Axle | U-turn | 0 | 0 | 0 |
| | | | | 0 | 14,581 | 651 |

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

| | From South | | | | From North | | | | From | |
|---|---|---|---|---|---|---|---|---|---|---|
| | left | thru | right | u-turn | left | thru | right | u-turn | left | thru |
| Grand Totals | | | | | | | | | | |
| Car | 1,205 | 138 | 67 | 0 | 129 | 114 | 271 | 0 | 348 | 5,755 |
| % | 7.3% | 0.8% | 0.4% | 0.0% | 0.8% | 0.7% | 1.6% | 0.0% | 2.1% | 34.7% |
| Sm Truck | 7 | 0 | 0 | 0 | 9 | 1 | 13 | 0 | 17 | 299 |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.0% | 0.1% | 1.8% |
| Lg Truck | 1 | 1 | 0 | 0 | 3 | 1 | 2 | 0 | 4 | 700 |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.2% |
| ALL | 1,213 | 139 | 67 | 0 | 141 | 116 | 286 | 0 | 369 | 6,754 |
| % | 7.3% | 0.8% | 0.4% | 0.0% | 0.8% | 0.7% | 1.7% | 0.0% | 2.2% | 40.7% |
| Peds | | | 0 | | | | 0 | | | |
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Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

Location: PTH 101 & Wenzel Roa
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & T
Operator: Ahmad
Weather: 0

| West | | From East | | | | |
|---|---|---|---|---|---|---|
| right | u-turn | left | thru | right | u-turn | Interval Total |
| 1,165 | 18 | 50 | 5,206 | 113 | 2 | 14,581 |
| 7.0% | 0.1% | 0.3% | 31.4% | 0.7% | 0.0% | 87.8% |
| 18 | 2 | 0 | 279 | 6 | 0 | 651 |
| 0.1% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 3.9% |
| 2 | 1 | 0 | 655 | 1 | 0 | 1371 |
| 0.0% | 0.0% | 0.0% | 3.9% | 0.0% | 0.0% | 8.3% |
| 1,185 | 21 | 50 | 6,140 | 120 | 2 | 16,603 |
| 7.1% | 0.1% | 0.3% | 37.0% | 0.7% | 0.0% | 100.0% |
| 0 | | | | 0 | | 0 |
| ##### | | | | ##### | | #DIV/0! |

Tu

right
286

Approa 7,639 286

6,140

1,213

Total From West
15,968

u-turn 21

left 369

Depart 8,329

thru 6,754

right 1,185

MANIT

Location: PTH 101 & Wenzel Roa
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & T
Operator: Ahmad
Weather: 0

ad

CP114

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

urning Movements For Total Intersection

From North

Total 1,171

Depart 543 Approach 628

| thru | left | u-turn | | | |
|---|---|---|---|---|---|
| 116 | 141 | 0 | 369 | 139 | 120 |

120 right

6,140 thru

Depart 6,312

50 left

2 u-turn

Total

From East 13,274

141

6,754

Approa 6,962

67

N
W + E
S

| | | | | | | |
|---|---|---|---|---|---|---|
| 1,185 | 116 | 50 | 0 | 1,213 | 139 | 67 |
| | | | u-turn | left | thru | right |
| Approa | 1,351 | | | Depart | 1,419 | |
| | | Total | 2,770 | | | |
| | | From South | | | | |



ad

CP114

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg V
Correction: 1.00

Chart of Total Volume per Interval

Date:

| | | |
|---|---|---|
| 7:00 | 206 | 1.2% |
| 7:15 | 472 | 2.8% |
| 7:30 | 559 | 3.4% |
| 7:45 | 610 | 3.7% |
| 8:00 | 475 | 2.9% |
| 8:15 | 435 | 2.6% |
| 8:30 | 460 | 2.8% |
| 8:45 | 380 | 2.3% |
| 9:00 | 327 | 2.0% |
| 9:15 | 284 | 1.7% |
| 9:30 | 182 | 1.1% |
| 9:45 | 114 | 0.7% |
| 10:00 | 230 | 1.4% |
| 10:15 | 249 | 1.5% |
| 10:30 | 212 | 1.3% |
| 10:45 | 235 | 1.4% |
| 11:00 | 216 | 1.3% |
| 11:15 | 222 | 1.3% |
| 11:30 | 134 | 0.8% |
| 11:45 | 119 | 0.7% |
| 12:00 | 245 | 1.5% |
| 12:15 | 245 | 1.5% |
| 12:30 | 213 | 1.3% |
| 12:45 | 228 | 1.4% |
| 13:00 | 203 | 1.2% |
| 13:15 | 266 | 1.6% |
| 13:30 | 254 | 1.5% |
| 13:45 | 266 | 1.6% |

| | | |
|---|---|---|
| 14:00 | 175 | 1.1% |
| 14:15 | 204 | 1.2% |
| 14:30 | 312 | 1.9% |
| 14:45 | 271 | 1.6% |
| 15:00 | 339 | 2.0% |
| 15:15 | 406 | 2.4% |
| 15:30 | 435 | 2.6% |
| 15:45 | 491 | 3.0% |
| 16:00 | 582 | 3.5% |
| 16:15 | 657 | 4.0% |
| 16:30 | 215 | 1.3% |
| 16:45 | 489 | 2.9% |
| 17:00 | 639 | 3.8% |
| 17:15 | 534 | 3.2% |
| 17:30 | 495 | 3.0% |
| 17:45 | 399 | 2.4% |
| 18:00 | 336 | 2.0% |
| 18:15 | 241 | 1.5% |
| 18:30 | 196 | 1.2% |
| 18:45 | 192 | 1.2% |
| 19:00 | 154 | 0.9% |
| 19:15 | 131 | 0.8% |
| 19:30 | 137 | 0.8% |
| 19:45 | 159 | 1.0% |
| 20:00 | 134 | 0.8% |
| 20:15 | 56 | 0.3% |
| 20:30 | 80 | 0.5% |
| 20:45 | 103 | 0.6% |
| Total | 16603 | 100.0% |

Chart of Total Volume

| | |
|---|---|
| 7:00 | 1847 |
| 8:00 | 1750 |
| 9:00 | 907 |
| 10:00 | 926 |
| 11:00 | 691 |
| 12:00 | 931 |
| 13:00 | 989 |
| 14:00 | 962 |
| 15:00 | 1671 |
| 16:00 | 1943 |
| 17:00 | 2067 |
| 18:00 | 965 |
| 19:00 | 581 |
| 20:00 | 373 |
| Total | 16603 |

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Chart of Total Sm Trucks per Interval

Date:

| | | |
|---|---|---|
| 7:00 | 9 | 1.4% |
| 7:15 | 6 | 0.9% |
| 7:30 | 26 | 4.0% |
| 7:45 | 22 | 3.4% |
| 8:00 | 15 | 2.3% |
| 8:15 | 15 | 2.3% |
| 8:30 | 21 | 3.2% |
| 8:45 | 21 | 3.2% |
| 9:00 | 12 | 1.8% |
| 9:15 | 13 | 2.0% |
| 9:30 | 6 | 0.9% |
| 9:45 | 9 | 1.4% |
| 10:00 | 16 | 2.5% |
| 10:15 | 18 | 2.8% |
| 10:30 | 16 | 2.5% |
| 10:45 | 8 | 1.2% |
| 11:00 | 16 | 2.5% |
| 11:15 | 9 | 1.4% |
| 11:30 | 9 | 1.4% |
| 11:45 | 4 | 0.6% |
| 12:00 | 11 | 1.7% |
| 12:15 | 22 | 3.4% |
| 12:30 | 21 | 3.2% |

| | | |
|---|---|---|
| 14:00 | 12 | 1.8% |
| 14:15 | 3 | 0.5% |
| 14:30 | 12 | 1.8% |
| 14:45 | 10 | 1.5% |
| 15:00 | 13 | 2.0% |
| 15:15 | 17 | 2.6% |
| 15:30 | 21 | 3.2% |
| 15:45 | 14 | 2.2% |
| 16:00 | 16 | 2.5% |
| 16:15 | 17 | 2.6% |
| 16:30 | 8 | 1.2% |
| 16:45 | 7 | 1.1% |
| 17:00 | 12 | 1.8% |
| 17:15 | 11 | 1.7% |
| 17:30 | 9 | 1.4% |
| 17:45 | 13 | 2.0% |
| 18:00 | 4 | 0.6% |
| 18:15 | 2 | 0.3% |
| 18:30 | 3 | 0.5% |
| 18:45 | 3 | 0.5% |
| 19:00 | 4 | 0.6% |
| 19:15 | 3 | 0.5% |
| 19:30 | 3 | 0.5% |

Chart of Total Sm Trucks

| | |
|---|---|
| 7:00 | 63 |
| 8:00 | 72 |
| 9:00 | 40 |
| 10:00 | 58 |
| 11:00 | 38 |
| 12:00 | 71 |
| 13:00 | 85 |
| 14:00 | 37 |
| 15:00 | 65 |
| 16:00 | 48 |
| 17:00 | 45 |
| 18:00 | 12 |
| 19:00 | 11 |
| 20:00 | 6 |
| Total | 651 |

| | | |
|---|---|---|
| 12:45 | 17 | 2.6% |
| 13:00 | 8 | 1.2% |
| 13:15 | 23 | 3.5% |
| 13:30 | 24 | 3.7% |
| 13:45 | 30 | 4.6% |

| | | |
|---|---|---|
| 19:45 | 1 | 0.2% |
| 20:00 | 4 | 0.6% |
| 20:15 | 1 | 0.2% |
| 20:30 | 1 | 0.2% |
| 20:45 | 0 | 0.0% |
| Total | 651 | 100.0% |



Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP113 & TCP114
Operator: Ahmad
Weather: 0

Starts: 2025 Nov 24
End: 2025 Nov 25
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Chart of Total Lg Trucks per Interval

Chart of Total Lg Trucks p

Date:

| | | |
|---|---|---|
| 7:00 | 18 | 1.3% |
| 7:15 | 27 | 2.0% |
| 7:30 | 24 | 1.8% |
| 7:45 | 31 | 2.3% |
| 8:00 | 25 | 1.8% |
| 8:15 | 33 | 2.4% |
| 8:30 | 31 | 2.3% |
| 8:45 | 31 | 2.3% |
| 9:00 | 38 | 2.8% |
| 9:15 | 30 | 2.2% |
| 9:30 | 16 | 1.2% |
| 9:45 | 22 | 1.6% |
| 10:00 | 26 | 1.9% |

| | | |
|---|---|---|
| 14:00 | 17 | 1.2% |
| 14:15 | 30 | 2.2% |
| 14:30 | 38 | 2.8% |
| 14:45 | 25 | 1.8% |
| 15:00 | 38 | 2.8% |
| 15:15 | 32 | 2.3% |
| 15:30 | 25 | 1.8% |
| 15:45 | 31 | 2.3% |
| 16:00 | 32 | 2.3% |
| 16:15 | 35 | 2.6% |
| 16:30 | 8 | 0.6% |
| 16:45 | 13 | 0.9% |
| 17:00 | 21 | 1.5% |

| | |
|---|---|
| 7:00 | 100 |
| 8:00 | 120 |
| 9:00 | 106 |
| 10:00 | 122 |
| 11:00 | 98 |
| 12:00 | 126 |
| 13:00 | 137 |
| 14:00 | 110 |
| 15:00 | 126 |
| 16:00 | 88 |
| 17:00 | 95 |
| 18:00 | 58 |
| 19:00 | 46 |

| | | |
|---|---|---|
| 10:15 | 37 | 2.7% |
| 10:30 | 22 | 1.6% |
| 10:45 | 37 | 2.7% |
| 11:00 | 31 | 2.3% |
| 11:15 | 29 | 2.1% |
| 11:30 | 24 | 1.8% |
| 11:45 | 14 | 1.0% |
| 12:00 | 35 | 2.6% |
| 12:15 | 30 | 2.2% |
| 12:30 | 33 | 2.4% |
| 12:45 | 28 | 2.0% |
| 13:00 | 30 | 2.2% |
| 13:15 | 38 | 2.8% |
| 13:30 | 30 | 2.2% |
| 13:45 | 39 | 2.8% |

| | | |
|---|---|---|
| 17:15 | 21 | 1.5% |
| 17:30 | 33 | 2.4% |
| 17:45 | 20 | 1.5% |
| 18:00 | 15 | 1.1% |
| 18:15 | 14 | 1.0% |
| 18:30 | 15 | 1.1% |
| 18:45 | 14 | 1.0% |
| 19:00 | 12 | 0.9% |
| 19:15 | 10 | 0.7% |
| 19:30 | 15 | 1.1% |
| 19:45 | 9 | 0.7% |
| 20:00 | 15 | 1.1% |
| 20:15 | 8 | 0.6% |
| 20:30 | 5 | 0.4% |
| 20:45 | 11 | 0.8% |
| Total | 1371 | 100.0% |

| | |
|---|---|
| 20:00 | 39 |
| Total | 1371 |

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per Hour

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|---|
| 11.1% |
| 10.5% |
| 5.5% |
| 5.6% |
| 4.2% |
| 5.6% |
| 6.0% |
| 5.8% |
| 10.1% |
| 11.7% |
| 12.4% |
| 5.8% |
| 3.5% |
| 2.2% |
| 100.0% |

per Hour

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| 9.7% |
| 11.1% |
| 6.1% |
| 8.9% |
| 5.8% |
| 10.9% |
| 13.1% |
| 5.7% |
| 10.0% |
| 7.4% |
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| 1.7% |
| 0.9% |
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|---|
| 7.3% |
| 8.8% |
| 7.7% |
| 8.9% |
| 7.1% |
| 9.2% |
| 10.0% |
| 8.0% |
| 9.2% |
| 6.4% |
| 6.9% |
| 4.2% |
| 3.4% |

| |
|---|
| 2.8% |
| 100.0% |

MANITOBA INFRASTRUCTURE & TRANSPORTATION

Page
Date

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Comment 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: Peds, Car, Sm V
Correction: 1.00

| | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 7:00 | Car | 24 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 3 | 76 | 32 | 0 | 2 | 163 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 12 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | Car | 29 | 8 | 0 | 0 | 3 | 2 | 4 | 0 | 9 | 130 | 44 | 0 | 4 | 175 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 18 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | Car | 29 | 3 | 0 | 0 | 3 | 1 | 5 | 0 | 11 | 185 | 45 | 0 | 2 | 248 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 5 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 12 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | Car | 35 | 6 | 0 | 0 | 6 | 3 | 3 | 0 | 13 | 162 | 76 | 0 | 8 | 201 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 10 | 5 | 0 | 0 | 11 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 17 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | Car | 32 | 4 | 3 | 0 | 3 | 4 | 4 | 0 | 2 | 123 | 54 | 0 | 1 | 200 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | Car | 30 | 2 | 1 | 0 | 0 | 5 | 5 | 0 | 7 | 128 | 41 | 0 | 1 | 172 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 5 | 1 | 0 | 1 | 12 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8:30 | Car | 15 | 0 | 0 | 0 | 2 | 1 | 8 | 0 | 13 | 109 | 27 | 0 | 2 | 178 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 18 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | Car | 18 | 3 | 1 | 0 | 4 | 2 | 11 | 0 | 17 | 114 | 25 | 0 | 0 | 157 | 1 | 1 |
| | Sm Truck | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATION

Page
Date

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-
Correction: 1.00

| | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 9:00 | Car | 11 | 4 | 1 | 0 | 1 | 3 | 13 | 0 | 10 | 81 | 12 | 1 | 0 | 81 | 3 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 10 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 17 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | Car | 17 | 3 | 0 | 0 | 3 | 2 | 14 | 0 | 10 | 104 | 17 | 0 | 0 | 129 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 19 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | Car | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 | 3 | 1 | 0 | 15 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | Car | 12 | 3 | 0 | 0 | 2 | 3 | 4 | 0 | 5 | 61 | 16 | 0 | 0 | 62 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 15 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10:00 | Car | 7 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 2 | 62 | 15 | 0 | 2 | 55 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 12 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | Car | 13 | 3 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 81 | 8 | 2 | 0 | 77 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 13 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | Car | 11 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 5 | 98 | 9 | 0 | 0 | 70 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 24 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | Car | 15 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 91 | 12 | 0 | 0 | 51 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 9 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 11 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-
Correction: 1.00

| | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 11:00 | Car | 14 | 5 | 1 | 0 | 1 | 2 | 2 | 0 | 4 | 84 | 19 | 0 | 0 | 51 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 12 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | Car | 14 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 12 | 46 | 19 | 2 | 1 | 57 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 7 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11:30 | Car | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 14 | 12 | 0 | 1 | 18 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | Car | 12 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 6 | 65 | 17 | 0 | 1 | 59 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 11 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | Car | 16 | 1 | 0 | 0 | 1 | 1 | 10 | 0 | 7 | 72 | 14 | 0 | 0 | 62 | 0 | 0 |
| | Sm Truck | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 14 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | Car | 19 | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 8 | 94 | 17 | 0 | 1 | 70 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 15 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | Car | 17 | 4 | 2 | 0 | 2 | 5 | 4 | 0 | 3 | 80 | 22 | 0 | 0 | 96 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 15 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | Car | 9 | 1 | 1 | 0 | 2 | 1 | 4 | 0 | 2 | 63 | 14 | 1 | 1 | 59 | 3 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATION

Page
Date

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-
Correction: 1.00

| | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13:00 | Car | 7 | 4 | 1 | 0 | 3 | 0 | 4 | 0 | 6 | 85 | 10 | 0 | 0 | 67 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | Car | 16 | 4 | 3 | 0 | 1 | 0 | 4 | 0 | 2 | 88 | 21 | 0 | 0 | 94 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 11 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 12 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | Car | 11 | 4 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 71 | 12 | 0 | 1 | 71 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 6 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 23 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | Car | 11 | 2 | 1 | 0 | 2 | 4 | 4 | 0 | 6 | 70 | 19 | 1 | 0 | 53 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | Car | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 6 | 0 | 0 | 26 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | Car | 10 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 74 | 11 | 0 | 0 | 72 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 5 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | Car | 14 | 2 | 0 | 0 | 0 | 3 | 4 | 0 | 6 | 92 | 9 | 1 | 3 | 59 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | Car | 26 | 5 | 1 | 0 | 1 | 2 | 7 | 0 | 3 | 124 | 16 | 0 | 3 | 109 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 20 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-

Weather: 0 Correction: 1.00

| Begins | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 15:00 | Car | 23 | 2 | 1 | 0 | 4 | 0 | 8 | 0 | 6 | 122 | 22 | 2 | 0 | 99 | 3 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 0 | 0 | 7 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 21 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | Car | 36 | 1 | 2 | 0 | 2 | 4 | 1 | 0 | 5 | 162 | 26 | 0 | 0 | 95 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 17 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | Car | 49 | 5 | 2 | 0 | 4 | 2 | 10 | 0 | 10 | 180 | 33 | 1 | 5 | 132 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 30 | 0 | 1 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | Car | 76 | 3 | 7 | 0 | 4 | 3 | 11 | 0 | 18 | 207 | 27 | 2 | 0 | 148 | 6 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 17 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 22 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | Car | 78 | 7 | 4 | 0 | 7 | 9 | 12 | 0 | 7 | 237 | 24 | 0 | 0 | 172 | 1 | 0 |
| | Sm Truck | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 18 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | Car | 76 | 3 | 9 | 0 | 7 | 11 | 9 | 0 | 13 | 247 | 38 | 0 | 0 | 189 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 15 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | Car | 58 | 5 | 6 | 0 | 4 | 7 | 11 | 0 | 9 | 310 | 46 | 0 | 0 | 225 | 2 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 17 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | Car | 4 | 2 | 1 | 0 | 1 | 1 | 3 | 0 | 3 | 57 | 9 | 0 | 0 | 42 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATION

Page
Date

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-
Correction: 1.00

| | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 17:00 | Car | 39 | 4 | 2 | 0 | 3 | 3 | 16 | 0 | 7 | 204 | 41 | 0 | 0 | 181 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 1 | 0 | 0 | 10 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | Car | 52 | 4 | 7 | 0 | 8 | 6 | 14 | 0 | 12 | 233 | 53 | 1 | 0 | 121 | 5 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 1 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 20 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | Car | 53 | 5 | 1 | 0 | 5 | 4 | 5 | 0 | 8 | 255 | 40 | 2 | 0 | 205 | 2 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 10 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | Car | 31 | 0 | 3 | 0 | 2 | 5 | 10 | 0 | 8 | 213 | 29 | 0 | 0 | 159 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 14 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | Car | 28 | 1 | 1 | 0 | 2 | 2 | 4 | 0 | 4 | 169 | 27 | 0 | 1 | 139 | 4 | 0 |
| | Sm Truck | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 4 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | Car | 10 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 20 | 3 | 0 | 0 | 18 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | Car | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 93 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | Car | 24 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 73 | 8 | 0 | 0 | 75 | 4 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

MANITOBA INFRASTRUCTURE & TRANSPORTATION

Page
Date

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Interv
Type: C, SmT, LgT, P-
Correction: 1.00

| | | From South | | | | From North | | | | From West | | | | From East | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Begins | | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn | Left | Thru | Right | U-turn |
| 19:00 | Car | 6 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 4 | 52 | 12 | 0 | 0 | 47 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | Car | 11 | 3 | 0 | 0 | 1 | 5 | 3 | 0 | 7 | 46 | 9 | 0 | 1 | 58 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 6 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | Car | 12 | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 3 | 42 | 3 | 0 | 1 | 45 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | Car | 7 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 2 | 38 | 6 | 0 | 0 | 45 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 7 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | Car | 7 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 57 | 8 | 0 | 1 | 39 | 1 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | Car | 7 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 6 | 52 | 9 | 0 | 1 | 40 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 4 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | Car | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 47 | 8 | 1 | 0 | 21 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | Car | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 38 | 1 | 0 | 1 | 20 | 0 | 0 |
| | Sm Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Lg Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| LANES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 14:00 Cars | 447 | 75 | 19 | 0 | 52 | 52 | 142 | 0 | 179 | 2,454 | 632 | 8 | 28 | 2,791 | 54 | 1 |
| 14:00 - 21:00 Cars | 759 | 59 | 53 | 0 | 65 | 73 | 164 | 0 | 168 | 3,520 | 524 | 10 | 17 | 2,674 | 56 | 0 |
| Total Cars | 1,206 | 134 | 72 | 0 | 117 | 125 | 306 | 0 | 347 | 5,974 | 1,156 | 18 | 45 | 5,465 | 110 | 1 |
| 7:00 - 14:00 Sm Truck | 4 | 1 | 0 | 0 | 15 | 1 | 11 | 0 | 10 | 176 | 8 | 0 | 1 | 176 | 3 | 0 |
| 14:00 - 21:00 Sm Truck | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 90 | 6 | 0 | 0 | 117 | 3 | 0 |
| Total Sm Truck | 6 | 2 | 0 | 0 | 18 | 1 | 11 | 0 | 15 | 266 | 14 | 0 | 1 | 293 | 6 | 0 |
| 7:00 - 14:00 Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 470 | 0 | 0 | 0 | 376 | 0 | 0 |
| 14:00 - 21:00 Lg Truck | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 275 | 2 | 0 | 0 | 292 | 0 | 1 |
| Total Lg Truck | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 745 | 2 | 0 | 0 | 668 | 0 | 1 |
| Total All | 1,212 | 136 | 72 | 0 | 137 | 126 | 319 | 0 | 365 | 6,985 | 1,172 | 18 | 46 | 6,426 | 116 | 2 |
| | CCW | CW | | | CCW | CW | | | CCW | CW | | | CCW | CW | | |
| 7:00 - 14:00 Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 21:00 Peds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Peds | | | 0 | | | | 0 | | | | 0 | | | | 0 | |

1

als: 56
eh, Lg Veh

| Interval Total | Date | Time | Type | Turning Direction | Ped | Cars |
|---|---|---|---|---|---|---|
| 311 | 2025 NOV 27 | 7:00:00 AM | Axle | Left | 0 | 24 |
| 5 | 2025 NOV 27 | 7:00:00 AM | Axle | Thru | 0 | 0 |
| 26 | 2025 NOV 27 | 7:00:00 AM | Axle | Right | 0 | 0 |
| 0 | 2025 NOV 27 | 7:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 7:00:00 AM | Axle | Left | 0 | 3 |
| 413 | 2025 NOV 27 | 7:00:00 AM | Axle | Thru | 0 | 1 |
| 9 | 2025 NOV 27 | 7:00:00 AM | Axle | Right | 0 | 4 |
| 25 | 2025 NOV 27 | 7:00:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 7:00:00 AM | Axle | Left | 0 | 3 |
| | 2025 NOV 27 | 7:00:00 AM | Axle | Thru | 0 | 76 |
| 538 | 2025 NOV 27 | 7:00:00 AM | Axle | Right | 0 | 32 |
| 14 | 2025 NOV 27 | 7:00:00 AM | Axle | U-turn | 0 | 0 |
| 29 | 2025 NOV 27 | 7:00:00 AM | Axle | Left | 0 | 2 |
| 0 | 2025 NOV 27 | 7:00:00 AM | Axle | Thru | 0 | 163 |
| | 2025 NOV 27 | 7:00:00 AM | Axle | Right | 0 | 3 |
| 516 | 2025 NOV 27 | 7:00:00 AM | Axle | U-turn | 0 | 0 |
| 32 | 2025 NOV 27 | 7:15:00 AM | Axle | Left | 0 | 29 |
| 37 | 2025 NOV 27 | 7:15:00 AM | Axle | Thru | 0 | 8 |
| 0 | 2025 NOV 27 | 7:15:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 7:15:00 AM | Axle | U-turn | 0 | 0 |
| 433 | 2025 NOV 27 | 7:15:00 AM | Axle | Left | 0 | 3 |
| 17 | 2025 NOV 27 | 7:15:00 AM | Axle | Thru | 0 | 2 |
| 29 | 2025 NOV 27 | 7:15:00 AM | Axle | Right | 0 | 4 |
| 0 | 2025 NOV 27 | 7:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 7:15:00 AM | Axle | Left | 0 | 9 |
| 394 | 2025 NOV 27 | 7:15:00 AM | Axle | Thru | 0 | 130 |
| 23 | 2025 NOV 27 | 7:15:00 AM | Axle | Right | 0 | 44 |
| 27 | 2025 NOV 27 | 7:15:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 7:15:00 AM | Axle | Left | 0 | 4 |
| | 2025 NOV 27 | 7:15:00 AM | Axle | Thru | 0 | 175 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 356 | 2025 NOV 27 | 7:15:00 AM | Axle | Right | 0 | 5 |
| 23 | 2025 NOV 27 | 7:15:00 AM | Axle | U-turn | 0 | 0 |
| 38 | 2025 NOV 27 | 7:30:00 AM | Axle | Left | 0 | 29 |
| 0 | 2025 NOV 27 | 7:30:00 AM | Axle | Thru | 0 | 3 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | Right | 0 | 0 |
| 354 | 2025 NOV 27 | 7:30:00 AM | Axle | U-turn | 0 | 0 |
| 17 | 2025 NOV 27 | 7:30:00 AM | Axle | Left | 0 | 3 |
| 31 | 2025 NOV 27 | 7:30:00 AM | Axle | Thru | 0 | 1 |
| 0 | 2025 NOV 27 | 7:30:00 AM | Axle | Right | 0 | 5 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | U-turn | 0 | 0 |
| 2 | 2025 NOV 27 | 7:30:00 AM | Axle | Left | 0 | 11 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | Thru | 0 | 185 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | Right | 0 | 45 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | Left | 0 | 2 |
| als: 56 | 2025 NOV 27 | 7:30:00 AM | Axle | Thru | 0 | 248 |
| rt/red | 2025 NOV 27 | 7:30:00 AM | Axle | Right | 0 | 6 |
| | 2025 NOV 27 | 7:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Left | 0 | 35 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Thru | 0 | 6 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Right | 0 | 0 |
| Interval | 2025 NOV 27 | 7:45:00 AM | Axle | U-turn | 0 | 0 |
| Total | 2025 NOV 27 | 7:45:00 AM | Axle | Left | 0 | 6 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Thru | 0 | 3 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Right | 0 | 3 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | U-turn | 0 | 0 |
| 221 | 2025 NOV 27 | 7:45:00 AM | Axle | Left | 0 | 13 |
| 21 | 2025 NOV 27 | 7:45:00 AM | Axle | Thru | 0 | 162 |
| 29 | 2025 NOV 27 | 7:45:00 AM | Axle | Right | 0 | 76 |
| 0 | 2025 NOV 27 | 7:45:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 7:45:00 AM | Axle | Left | 0 | 8 |
| 302 | 2025 NOV 27 | 7:45:00 AM | Axle | Thru | 0 | 201 |
| 17 | 2025 NOV 27 | 7:45:00 AM | Axle | Right | 0 | 3 |
| 34 | 2025 NOV 27 | 7:45:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 8:00:00 AM | Axle | Left | 0 | 32 |
| | 2025 NOV 27 | 8:00:00 AM | Axle | Thru | 0 | 4 |
| 41 | 2025 NOV 27 | 8:00:00 AM | Axle | Right | 0 | 3 |
| 6 | 2025 NOV 27 | 8:00:00 AM | Axle | U-turn | 0 | 0 |
| 6 | 2025 NOV 27 | 8:00:00 AM | Axle | Left | 0 | 3 |
| 0 | 2025 NOV 27 | 8:00:00 AM | Axle | Thru | 0 | 4 |
| | 2025 NOV 27 | 8:00:00 AM | Axle | Right | 0 | 4 |
| 168 | 2025 NOV 27 | 8:00:00 AM | Axle | U-turn | 0 | 0 |
| 14 | 2025 NOV 27 | 8:00:00 AM | Axle | Left | 0 | 2 |
| 41 | 2025 NOV 27 | 8:00:00 AM | Axle | Thru | 0 | 123 |
| 0 | 2025 NOV 27 | 8:00:00 AM | Axle | Right | 0 | 54 |
| | 2025 NOV 27 | 8:00:00 AM | Axle | U-turn | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 151 | 2025 NOV 27 | 8:00:00 AM | Axle | Left | 0 | 1 |
| 4 | 2025 NOV 27 | 8:00:00 AM | Axle | Thru | 0 | 200 |
| 26 | 2025 NOV 27 | 8:00:00 AM | Axle | Right | 0 | 3 |
| 0 | 2025 NOV 27 | 8:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 8:15:00 AM | Axle | Left | 0 | 30 |
| 192 | 2025 NOV 27 | 8:15:00 AM | Axle | Thru | 0 | 2 |
| 15 | 2025 NOV 27 | 8:15:00 AM | Axle | Right | 0 | 1 |
| 34 | 2025 NOV 27 | 8:15:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 8:15:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 8:15:00 AM | Axle | Thru | 0 | 5 |
| 204 | 2025 NOV 27 | 8:15:00 AM | Axle | Right | 0 | 5 |
| 12 | 2025 NOV 27 | 8:15:00 AM | Axle | U-turn | 0 | 0 |
| 44 | 2025 NOV 27 | 8:15:00 AM | Axle | Left | 0 | 7 |
| 0 | 2025 NOV 27 | 8:15:00 AM | Axle | Thru | 0 | 128 |
| | 2025 NOV 27 | 8:15:00 AM | Axle | Right | 0 | 41 |
| 184 | 2025 NOV 27 | 8:15:00 AM | Axle | U-turn | 0 | 0 |
| 18 | 2025 NOV 27 | 8:15:00 AM | Axle | Left | 0 | 1 |
| 35 | 2025 NOV 27 | 8:15:00 AM | Axle | Thru | 0 | 172 |
| 0 | 2025 NOV 27 | 8:15:00 AM | Axle | Right | 0 | 2 |
| | 2025 NOV 27 | 8:15:00 AM | Axle | U-turn | 0 | 0 |
| 3 | 2025 NOV 27 | 8:30:00 AM | Axle | Left | 0 | 15 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Thru | 0 | 0 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Left | 0 | 2 |
| als: 56 | 2025 NOV 27 | 8:30:00 AM | Axle | Thru | 0 | 1 |
| rt/red | 2025 NOV 27 | 8:30:00 AM | Axle | Right | 0 | 8 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Left | 0 | 13 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Thru | 0 | 109 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Right | 0 | 27 |
| Interval | 2025 NOV 27 | 8:30:00 AM | Axle | U-turn | 0 | 0 |
| Total | 2025 NOV 27 | 8:30:00 AM | Axle | Left | 0 | 2 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Thru | 0 | 178 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 8:30:00 AM | Axle | U-turn | 0 | 0 |
| 184 | 2025 NOV 27 | 8:45:00 AM | Axle | Left | 0 | 18 |
| 15 | 2025 NOV 27 | 8:45:00 AM | Axle | Thru | 0 | 3 |
| 30 | 2025 NOV 27 | 8:45:00 AM | Axle | Right | 0 | 1 |
| 0 | 2025 NOV 27 | 8:45:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 8:45:00 AM | Axle | Left | 0 | 4 |
| 162 | 2025 NOV 27 | 8:45:00 AM | Axle | Thru | 0 | 2 |
| 18 | 2025 NOV 27 | 8:45:00 AM | Axle | Right | 0 | 11 |
| 36 | 2025 NOV 27 | 8:45:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 8:45:00 AM | Axle | Left | 0 | 17 |
| | 2025 NOV 27 | 8:45:00 AM | Axle | Thru | 0 | 114 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 49 | 2025 NOV 27 | 8:45:00 AM | Axle | Right | 0 | 25 |
| 1 | 2025 NOV 27 | 8:45:00 AM | Axle | U-turn | 0 | 0 |
| 10 | 2025 NOV 27 | 8:45:00 AM | Axle | Left | 0 | 0 |
| 0 | 2025 NOV 27 | 8:45:00 AM | Axle | Thru | 0 | 157 |
| | 2025 NOV 27 | 8:45:00 AM | Axle | Right | 0 | 1 |
| 170 | 2025 NOV 27 | 8:45:00 AM | Axle | U-turn | 0 | 1 |
| 9 | 2025 NOV 27 | 9:00:00 AM | Axle | Left | 0 | 11 |
| 23 | 2025 NOV 27 | 9:00:00 AM | Axle | Thru | 0 | 4 |
| 0 | 2025 NOV 27 | 9:00:00 AM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 9:00:00 AM | Axle | U-turn | 0 | 0 |
| 184 | 2025 NOV 27 | 9:00:00 AM | Axle | Left | 0 | 1 |
| 16 | 2025 NOV 27 | 9:00:00 AM | Axle | Thru | 0 | 3 |
| 33 | 2025 NOV 27 | 9:00:00 AM | Axle | Right | 0 | 13 |
| 0 | 2025 NOV 27 | 9:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 9:00:00 AM | Axle | Left | 0 | 10 |
| 225 | 2025 NOV 27 | 9:00:00 AM | Axle | Thru | 0 | 81 |
| 12 | 2025 NOV 27 | 9:00:00 AM | Axle | Right | 0 | 12 |
| 32 | 2025 NOV 27 | 9:00:00 AM | Axle | U-turn | 0 | 1 |
| 0 | 2025 NOV 27 | 9:00:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 9:00:00 AM | Axle | Thru | 0 | 81 |
| 238 | 2025 NOV 27 | 9:00:00 AM | Axle | Right | 0 | 3 |
| 16 | 2025 NOV 27 | 9:00:00 AM | Axle | U-turn | 0 | 0 |
| 38 | 2025 NOV 27 | 9:15:00 AM | Axle | Left | 0 | 17 |
| 0 | 2025 NOV 27 | 9:15:00 AM | Axle | Thru | 0 | 3 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | Right | 0 | 0 |
| 161 | 2025 NOV 27 | 9:15:00 AM | Axle | U-turn | 0 | 0 |
| 8 | 2025 NOV 27 | 9:15:00 AM | Axle | Left | 0 | 3 |
| 38 | 2025 NOV 27 | 9:15:00 AM | Axle | Thru | 0 | 2 |
| 0 | 2025 NOV 27 | 9:15:00 AM | Axle | Right | 0 | 14 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | U-turn | 0 | 0 |
| 4 | 2025 NOV 27 | 9:15:00 AM | Axle | Left | 0 | 10 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | Thru | 0 | 104 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | Right | 0 | 17 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | Left | 0 | 0 |
| als: 56 | 2025 NOV 27 | 9:15:00 AM | Axle | Thru | 0 | 129 |
| rt/red | 2025 NOV 27 | 9:15:00 AM | Axle | Right | 0 | 3 |
| | 2025 NOV 27 | 9:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Left | 0 | 2 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Thru | 0 | 0 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Right | 0 | 0 |
| Interval | 2025 NOV 27 | 9:30:00 AM | Axle | U-turn | 0 | 0 |
| Total | 2025 NOV 27 | 9:30:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Thru | 0 | 0 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | U-turn | 0 | 0 |

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|---|---|---|---|---|---|---|
| 189 | 2025 NOV 27 | 9:30:00 AM | Axle | Left | 0 | 2 |
| 12 | 2025 NOV 27 | 9:30:00 AM | Axle | Thru | 0 | 17 |
| 19 | 2025 NOV 27 | 9:30:00 AM | Axle | Right | 0 | 3 |
| 0 | 2025 NOV 27 | 9:30:00 AM | Axle | U-turn | 0 | 1 |
| | 2025 NOV 27 | 9:30:00 AM | Axle | Left | 0 | 0 |
| 236 | 2025 NOV 27 | 9:30:00 AM | Axle | Thru | 0 | 15 |
| 19 | 2025 NOV 27 | 9:30:00 AM | Axle | Right | 0 | 0 |
| 31 | 2025 NOV 27 | 9:30:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 9:45:00 AM | Axle | Left | 0 | 12 |
| | 2025 NOV 27 | 9:45:00 AM | Axle | Thru | 0 | 3 |
| 184 | 2025 NOV 27 | 9:45:00 AM | Axle | Right | 0 | 0 |
| 21 | 2025 NOV 27 | 9:45:00 AM | Axle | U-turn | 0 | 0 |
| 42 | 2025 NOV 27 | 9:45:00 AM | Axle | Left | 0 | 2 |
| 0 | 2025 NOV 27 | 9:45:00 AM | Axle | Thru | 0 | 3 |
| | 2025 NOV 27 | 9:45:00 AM | Axle | Right | 0 | 4 |
| 174 | 2025 NOV 27 | 9:45:00 AM | Axle | U-turn | 0 | 0 |
| 12 | 2025 NOV 27 | 9:45:00 AM | Axle | Left | 0 | 5 |
| 26 | 2025 NOV 27 | 9:45:00 AM | Axle | Thru | 0 | 61 |
| 0 | 2025 NOV 27 | 9:45:00 AM | Axle | Right | 0 | 16 |
| | 2025 NOV 27 | 9:45:00 AM | Axle | U-turn | 0 | 0 |
| 91 | 2025 NOV 27 | 9:45:00 AM | Axle | Left | 0 | 0 |
| 4 | 2025 NOV 27 | 9:45:00 AM | Axle | Thru | 0 | 62 |
| 18 | 2025 NOV 27 | 9:45:00 AM | Axle | Right | 0 | 0 |
| 0 | 2025 NOV 27 | 9:45:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 10:00:00 AM | Axle | Left | 0 | 7 |
| 177 | 2025 NOV 27 | 10:00:00 AM | Axle | Thru | 0 | 1 |
| 6 | 2025 NOV 27 | 10:00:00 AM | Axle | Right | 0 | 1 |
| 20 | 2025 NOV 27 | 10:00:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 10:00:00 AM | Axle | Left | 0 | 2 |
| | 2025 NOV 27 | 10:00:00 AM | Axle | Thru | 0 | 4 |
| 195 | 2025 NOV 27 | 10:00:00 AM | Axle | Right | 0 | 0 |
| 12 | 2025 NOV 27 | 10:00:00 AM | Axle | U-turn | 0 | 0 |
| 20 | 2025 NOV 27 | 10:00:00 AM | Axle | Left | 0 | 2 |
| 0 | 2025 NOV 27 | 10:00:00 AM | Axle | Thru | 0 | 62 |
| | 2025 NOV 27 | 10:00:00 AM | Axle | Right | 0 | 15 |
| 301 | 2025 NOV 27 | 10:00:00 AM | Axle | U-turn | 0 | 0 |
| 16 | 2025 NOV 27 | 10:00:00 AM | Axle | Left | 0 | 2 |
| 37 | 2025 NOV 27 | 10:00:00 AM | Axle | Thru | 0 | 55 |
| 0 | 2025 NOV 27 | 10:00:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 10:00:00 AM | Axle | U-turn | 0 | 0 |
| 5 | 2025 NOV 27 | 10:15:00 AM | Axle | Left | 0 | 13 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Thru | 0 | 3 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Left | 0 | 1 |
| als: 56 | 2025 NOV 27 | 10:15:00 AM | Axle | Thru | 0 | 0 |
| rt/red | 2025 NOV 27 | 10:15:00 AM | Axle | Right | 0 | 2 |

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|---|---|---|---|---|---|---|
| | 2025 NOV 27 | 10:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Left | 0 | 4 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Thru | 0 | 81 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Right | 0 | 8 |
| Interval | 2025 NOV 27 | 10:15:00 AM | Axle | U-turn | 0 | 2 |
| Total | 2025 NOV 27 | 10:15:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Thru | 0 | 77 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 10:15:00 AM | Axle | U-turn | 0 | 0 |
| 292 | 2025 NOV 27 | 10:30:00 AM | Axle | Left | 0 | 11 |
| 18 | 2025 NOV 27 | 10:30:00 AM | Axle | Thru | 0 | 0 |
| 35 | 2025 NOV 27 | 10:30:00 AM | Axle | Right | 0 | 0 |
| 0 | 2025 NOV 27 | 10:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 10:30:00 AM | Axle | Left | 0 | 2 |
| 338 | 2025 NOV 27 | 10:30:00 AM | Axle | Thru | 0 | 0 |
| 16 | 2025 NOV 27 | 10:30:00 AM | Axle | Right | 0 | 8 |
| 30 | 2025 NOV 27 | 10:30:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 10:30:00 AM | Axle | Left | 0 | 5 |
| | 2025 NOV 27 | 10:30:00 AM | Axle | Thru | 0 | 98 |
| 438 | 2025 NOV 27 | 10:30:00 AM | Axle | Right | 0 | 9 |
| 18 | 2025 NOV 27 | 10:30:00 AM | Axle | U-turn | 0 | 0 |
| 41 | 2025 NOV 27 | 10:30:00 AM | Axle | Left | 0 | 0 |
| 0 | 2025 NOV 27 | 10:30:00 AM | Axle | Thru | 0 | 70 |
| | 2025 NOV 27 | 10:30:00 AM | Axle | Right | 0 | 1 |
| 512 | 2025 NOV 27 | 10:30:00 AM | Axle | U-turn | 0 | 0 |
| 24 | 2025 NOV 27 | 10:45:00 AM | Axle | Left | 0 | 15 |
| 36 | 2025 NOV 27 | 10:45:00 AM | Axle | Thru | 0 | 3 |
| 0 | 2025 NOV 27 | 10:45:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 10:45:00 AM | Axle | U-turn | 0 | 0 |
| 558 | 2025 NOV 27 | 10:45:00 AM | Axle | Left | 0 | 0 |
| 14 | 2025 NOV 27 | 10:45:00 AM | Axle | Thru | 0 | 0 |
| 25 | 2025 NOV 27 | 10:45:00 AM | Axle | Right | 0 | 6 |
| 0 | 2025 NOV 27 | 10:45:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 10:45:00 AM | Axle | Left | 0 | 4 |
| 606 | 2025 NOV 27 | 10:45:00 AM | Axle | Thru | 0 | 91 |
| 14 | 2025 NOV 27 | 10:45:00 AM | Axle | Right | 0 | 12 |
| 28 | 2025 NOV 27 | 10:45:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 10:45:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 10:45:00 AM | Axle | Thru | 0 | 51 |
| 683 | 2025 NOV 27 | 10:45:00 AM | Axle | Right | 0 | 2 |
| 16 | 2025 NOV 27 | 10:45:00 AM | Axle | U-turn | 0 | 0 |
| 30 | 2025 NOV 27 | 11:00:00 AM | Axle | Left | 0 | 14 |
| 0 | 2025 NOV 27 | 11:00:00 AM | Axle | Thru | 0 | 5 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Right | 0 | 1 |
| 123 | 2025 NOV 27 | 11:00:00 AM | Axle | U-turn | 0 | 0 |
| 5 | 2025 NOV 27 | 11:00:00 AM | Axle | Left | 0 | 1 |

6

als: 56
rt/red

Interval
Total

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 2025 NOV 27 | 11:00:00 AM | Axle | Thru | 0 | 2 |
| 0 | 2025 NOV 27 | 11:00:00 AM | Axle | Right | 0 | 2 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Left | 0 | 4 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Thru | 0 | 84 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Right | 0 | 19 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Thru | 0 | 51 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 11:00:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Left | 0 | 14 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Thru | 0 | 2 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Left | 0 | 2 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Thru | 0 | 0 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Right | 0 | 5 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | U-turn | 0 | 0 |
| 502 | 2025 NOV 27 | 11:15:00 AM | Axle | Left | 0 | 12 |
| 9 | 2025 NOV 27 | 11:15:00 AM | Axle | Thru | 0 | 46 |
| 21 | 2025 NOV 27 | 11:15:00 AM | Axle | Right | 0 | 19 |
| 0 | 2025 NOV 27 | 11:15:00 AM | Axle | U-turn | 0 | 2 |
| | 2025 NOV 27 | 11:15:00 AM | Axle | Left | 0 | 1 |
| 516 | 2025 NOV 27 | 11:15:00 AM | Axle | Thru | 0 | 57 |
| 9 | 2025 NOV 27 | 11:15:00 AM | Axle | Right | 0 | 2 |
| 29 | 2025 NOV 27 | 11:15:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 11:30:00 AM | Axle | Left | 0 | 1 |
| | 2025 NOV 27 | 11:30:00 AM | Axle | Thru | 0 | 0 |
| 585 | 2025 NOV 27 | 11:30:00 AM | Axle | Right | 0 | 0 |
| 7 | 2025 NOV 27 | 11:30:00 AM | Axle | U-turn | 0 | 0 |
| 27 | 2025 NOV 27 | 11:30:00 AM | Axle | Left | 0 | 0 |
| 0 | 2025 NOV 27 | 11:30:00 AM | Axle | Thru | 0 | 1 |
| | 2025 NOV 27 | 11:30:00 AM | Axle | Right | 0 | 1 |
| 461 | 2025 NOV 27 | 11:30:00 AM | Axle | U-turn | 0 | 0 |
| 4 | 2025 NOV 27 | 11:30:00 AM | Axle | Left | 0 | 1 |
| 24 | 2025 NOV 27 | 11:30:00 AM | Axle | Thru | 0 | 14 |
| 0 | 2025 NOV 27 | 11:30:00 AM | Axle | Right | 0 | 12 |
| | 2025 NOV 27 | 11:30:00 AM | Axle | U-turn | 0 | 0 |
| 382 | 2025 NOV 27 | 11:30:00 AM | Axle | Left | 0 | 1 |
| 7 | 2025 NOV 27 | 11:30:00 AM | Axle | Thru | 0 | 18 |
| 13 | 2025 NOV 27 | 11:30:00 AM | Axle | Right | 0 | 0 |
| 0 | 2025 NOV 27 | 11:30:00 AM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 11:45:00 AM | Axle | Left | 0 | 12 |
| 55 | 2025 NOV 27 | 11:45:00 AM | Axle | Thru | 0 | 5 |
| 1 | 2025 NOV 27 | 11:45:00 AM | Axle | Right | 0 | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5 | 2025 NOV 27 | 11:45:00 AM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 11:45:00 AM | Axle | Left | 0 | 2 |
| | 2025 NOV 27 | 11:45:00 AM | Axle | Thru | 0 | 0 |
| 228 | 2025 NOV 27 | 11:45:00 AM | Axle | Right | 0 | 0 |
| 8 | 2025 NOV 27 | 11:45:00 AM | Axle | U-turn | 0 | 0 |
| 22 | 2025 NOV 27 | 11:45:00 AM | Axle | Left | 0 | 6 |
| 0 | 2025 NOV 27 | 11:45:00 AM | Axle | Thru | 0 | 65 |
| | 2025 NOV 27 | 11:45:00 AM | Axle | Right | 0 | 17 |
| 209 | 2025 NOV 27 | 11:45:00 AM | Axle | U-turn | 0 | 0 |
| 6 | 2025 NOV 27 | 11:45:00 AM | Axle | Left | 0 | 1 |
| 14 | 2025 NOV 27 | 11:45:00 AM | Axle | Thru | 0 | 59 |
| 0 | 2025 NOV 27 | 11:45:00 AM | Axle | Right | 0 | 2 |
| | 2025 NOV 27 | 11:45:00 AM | Axle | U-turn | 0 | 0 |
| 7 | 2025 NOV 27 | 12:00:00 PM | Axle | Left | 0 | 16 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Thru | 0 | 1 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Left | 0 | 1 |
| als: 56 | 2025 NOV 27 | 12:00:00 PM | Axle | Thru | 0 | 1 |
| rt/red | 2025 NOV 27 | 12:00:00 PM | Axle | Right | 0 | 10 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Left | 0 | 7 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Thru | 0 | 72 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Right | 0 | 14 |
| Interval | 2025 NOV 27 | 12:00:00 PM | Axle | U-turn | 0 | 0 |
| Total | 2025 NOV 27 | 12:00:00 PM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Thru | 0 | 62 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | Right | 0 | 0 |
| | 2025 NOV 27 | 12:00:00 PM | Axle | U-turn | 0 | 0 |
| 129 | 2025 NOV 27 | 12:15:00 PM | Axle | Left | 0 | 19 |
| 3 | 2025 NOV 27 | 12:15:00 PM | Axle | Thru | 0 | 0 |
| 10 | 2025 NOV 27 | 12:15:00 PM | Axle | Right | 0 | 0 |
| 0 | 2025 NOV 27 | 12:15:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 12:15:00 PM | Axle | Left | 0 | 1 |
| 145 | 2025 NOV 27 | 12:15:00 PM | Axle | Thru | 0 | 6 |
| 3 | 2025 NOV 27 | 12:15:00 PM | Axle | Right | 0 | 7 |
| 17 | 2025 NOV 27 | 12:15:00 PM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 12:15:00 PM | Axle | Left | 0 | 8 |
| | 2025 NOV 27 | 12:15:00 PM | Axle | Thru | 0 | 94 |
| 114 | 2025 NOV 27 | 12:15:00 PM | Axle | Right | 0 | 17 |
| 1 | 2025 NOV 27 | 12:15:00 PM | Axle | U-turn | 0 | 0 |
| 6 | 2025 NOV 27 | 12:15:00 PM | Axle | Left | 0 | 1 |
| 0 | 2025 NOV 27 | 12:15:00 PM | Axle | Thru | 0 | 70 |
| | 2025 NOV 27 | 12:15:00 PM | Axle | Right | 0 | 2 |
| 107 | 2025 NOV 27 | 12:15:00 PM | Axle | U-turn | 0 | 0 |
| 2 | 2025 NOV 27 | 12:30:00 PM | Axle | Left | 0 | 17 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 19 | 2025 NOV 27 | 12:30:00 PM | Axle | Thru | 0 | 4 |
| 0 | 2025 NOV 27 | 12:30:00 PM | Axle | Right | 0 | 2 |
| | 2025 NOV 27 | 12:30:00 PM | Axle | U-turn | 0 | 0 |
| 120 | 2025 NOV 27 | 12:30:00 PM | Axle | Left | 0 | 2 |
| 1 | 2025 NOV 27 | 12:30:00 PM | Axle | Thru | 0 | 5 |
| 9 | 2025 NOV 27 | 12:30:00 PM | Axle | Right | 0 | 4 |
| 0 | 2025 NOV 27 | 12:30:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 12:30:00 PM | Axle | Left | 0 | 3 |
| 120 | 2025 NOV 27 | 12:30:00 PM | Axle | Thru | 0 | 80 |
| 0 | 2025 NOV 27 | 12:30:00 PM | Axle | Right | 0 | 22 |
| 13 | 2025 NOV 27 | 12:30:00 PM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 12:30:00 PM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 12:30:00 PM | Axle | Thru | 0 | 96 |
| 87 | 2025 NOV 27 | 12:30:00 PM | Axle | Right | 0 | 3 |
| 0 | 2025 NOV 27 | 12:30:00 PM | Axle | U-turn | 0 | 0 |
| 14 | 2025 NOV 27 | 12:45:00 PM | Axle | Left | 0 | 9 |
| 0 | 2025 NOV 27 | 12:45:00 PM | Axle | Thru | 0 | 1 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | Right | 0 | 1 |
| 68 | 2025 NOV 27 | 12:45:00 PM | Axle | U-turn | 0 | 0 |
| 3 | 2025 NOV 27 | 12:45:00 PM | Axle | Left | 0 | 2 |
| 9 | 2025 NOV 27 | 12:45:00 PM | Axle | Thru | 0 | 1 |
| 0 | 2025 NOV 27 | 12:45:00 PM | Axle | Right | 0 | 4 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | Left | 0 | 2 |
| Total | 2025 NOV 27 | 12:45:00 PM | Axle | Thru | 0 | 63 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | Right | 0 | 14 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | U-turn | 0 | 1 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | Left | 0 | 1 |
| 15,076 | 2025 NOV 27 | 12:45:00 PM | Axle | Thru | 0 | 59 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | Right | 0 | 3 |
| | 2025 NOV 27 | 12:45:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Left | 0 | 7 |
| 633 | 2025 NOV 27 | 1:00:00 PM | Axle | Thru | 0 | 4 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Right | 0 | 1 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Left | 0 | 3 |
| 1423 | 2025 NOV 27 | 1:00:00 PM | Axle | Thru | 0 | 0 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Right | 0 | 4 |
| 17,132 | 2025 NOV 27 | 1:00:00 PM | Axle | U-turn | 0 | 0 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Left | 0 | 6 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Thru | 0 | 85 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Right | 0 | 10 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | U-turn | 0 | 0 |
| 0 | 2025 NOV 27 | 1:00:00 PM | Axle | Left | 0 | 0 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Thru | 0 | 67 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | Right | 0 | 2 |
| | 2025 NOV 27 | 1:00:00 PM | Axle | U-turn | 0 | 0 |

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|---|---|---|---|---|---|
| 2025 NOV 27 | 1:15:00 PM | Axle | Left | 0 | 16 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 27 | 1:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 27 | 1:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Thru | 0 | 88 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Right | 0 | 21 |
| 2025 NOV 27 | 1:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Thru | 0 | 94 |
| 2025 NOV 27 | 1:15:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 27 | 1:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Left | 0 | 11 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 27 | 1:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Right | 0 | 5 |
| 2025 NOV 27 | 1:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Left | 0 | 5 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Thru | 0 | 71 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Right | 0 | 12 |
| 2025 NOV 27 | 1:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Thru | 0 | 71 |
| 2025 NOV 27 | 1:30:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 27 | 1:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Left | 0 | 11 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 27 | 1:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 27 | 1:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Thru | 0 | 70 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Right | 0 | 19 |
| 2025 NOV 27 | 1:45:00 PM | Axle | U-turn | 0 | 1 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Thru | 0 | 53 |
| 2025 NOV 27 | 1:45:00 PM | Axle | Right | 0 | 1 |

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|---|---|---|---|---|---|
| 2025 NOV 27 | 1:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Left | 0 | 11 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Thru | 0 | 44 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Right | 0 | 6 |
| 2025 NOV 26 | 2:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Thru | 0 | 26 |
| 2025 NOV 26 | 2:00:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 2:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Left | 0 | 10 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 2:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Thru | 0 | 74 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Right | 0 | 11 |
| 2025 NOV 26 | 2:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Thru | 0 | 72 |
| 2025 NOV 26 | 2:15:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 2:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Left | 0 | 14 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 2:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 2:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Thru | 0 | 92 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Right | 0 | 9 |
| 2025 NOV 26 | 2:30:00 PM | Axle | U-turn | 0 | 1 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 2:30:00 PM | Axle | Thru | 0 | 59 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 2:30:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 2:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Left | 0 | 26 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 2:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Right | 0 | 7 |
| 2025 NOV 26 | 2:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Thru | 0 | 124 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Right | 0 | 16 |
| 2025 NOV 26 | 2:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Thru | 0 | 109 |
| 2025 NOV 26 | 2:45:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 2:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Left | 0 | 23 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 3:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Right | 0 | 8 |
| 2025 NOV 26 | 3:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Thru | 0 | 122 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Right | 0 | 22 |
| 2025 NOV 26 | 3:00:00 PM | Axle | U-turn | 0 | 2 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Thru | 0 | 99 |
| 2025 NOV 26 | 3:00:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 3:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Left | 0 | 36 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 3:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 3:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Left | 0 | 5 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Thru | 0 | 162 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Right | 0 | 26 |
| 2025 NOV 26 | 3:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Left | 0 | 0 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 3:15:00 PM | Axle | Thru | 0 | 95 |
| 2025 NOV 26 | 3:15:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 3:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Left | 0 | 49 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 3:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Right | 0 | 10 |
| 2025 NOV 26 | 3:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Left | 0 | 10 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Thru | 0 | 180 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Right | 0 | 33 |
| 2025 NOV 26 | 3:30:00 PM | Axle | U-turn | 0 | 1 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Left | 0 | 5 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Thru | 0 | 132 |
| 2025 NOV 26 | 3:30:00 PM | Axle | Right | 0 | 5 |
| 2025 NOV 26 | 3:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Left | 0 | 76 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Right | 0 | 7 |
| 2025 NOV 26 | 3:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Right | 0 | 11 |
| 2025 NOV 26 | 3:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Left | 0 | 18 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Thru | 0 | 207 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Right | 0 | 27 |
| 2025 NOV 26 | 3:45:00 PM | Axle | U-turn | 0 | 2 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Thru | 0 | 148 |
| 2025 NOV 26 | 3:45:00 PM | Axle | Right | 0 | 6 |
| 2025 NOV 26 | 3:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Left | 0 | 78 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Thru | 0 | 7 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 4:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Thru | 0 | 9 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Right | 0 | 12 |
| 2025 NOV 26 | 4:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Thru | 0 | 237 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Right | 0 | 24 |
| 2025 NOV 26 | 4:00:00 PM | Axle | U-turn | 0 | 0 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 4:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Thru | 0 | 172 |
| 2025 NOV 26 | 4:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 4:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Left | 0 | 76 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Right | 0 | 9 |
| 2025 NOV 26 | 4:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Thru | 0 | 11 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Right | 0 | 9 |
| 2025 NOV 26 | 4:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Left | 0 | 13 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Thru | 0 | 247 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Right | 0 | 38 |
| 2025 NOV 26 | 4:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Thru | 0 | 189 |
| 2025 NOV 26 | 4:15:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 4:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Left | 0 | 58 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Right | 0 | 6 |
| 2025 NOV 26 | 4:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Thru | 0 | 7 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Right | 0 | 11 |
| 2025 NOV 26 | 4:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Left | 0 | 9 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Thru | 0 | 310 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Right | 0 | 46 |
| 2025 NOV 26 | 4:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Thru | 0 | 225 |
| 2025 NOV 26 | 4:30:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 4:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 4:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 4:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Thru | 0 | 57 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Right | 0 | 9 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 4:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Thru | 0 | 42 |
| 2025 NOV 26 | 4:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 4:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Left | 0 | 39 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 5:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Right | 0 | 16 |
| 2025 NOV 26 | 5:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Thru | 0 | 204 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Right | 0 | 41 |
| 2025 NOV 26 | 5:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Thru | 0 | 181 |
| 2025 NOV 26 | 5:00:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 5:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Left | 0 | 52 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Right | 0 | 7 |
| 2025 NOV 26 | 5:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Left | 0 | 8 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Thru | 0 | 6 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Right | 0 | 14 |
| 2025 NOV 26 | 5:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Left | 0 | 12 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Thru | 0 | 233 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Right | 0 | 53 |
| 2025 NOV 26 | 5:15:00 PM | Axle | U-turn | 0 | 1 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Thru | 0 | 121 |
| 2025 NOV 26 | 5:15:00 PM | Axle | Right | 0 | 5 |
| 2025 NOV 26 | 5:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Left | 0 | 53 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 5:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Left | 0 | 5 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Thru | 0 | 4 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Right | 0 | 5 |
| 2025 NOV 26 | 5:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Left | 0 | 8 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Thru | 0 | 255 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 5:30:00 PM | Axle | Right | 0 | 40 |
| 2025 NOV 26 | 5:30:00 PM | Axle | U-turn | 0 | 2 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Thru | 0 | 205 |
| 2025 NOV 26 | 5:30:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 5:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Left | 0 | 31 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 5:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Right | 0 | 10 |
| 2025 NOV 26 | 5:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Left | 0 | 8 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Thru | 0 | 213 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Right | 0 | 29 |
| 2025 NOV 26 | 5:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Thru | 0 | 159 |
| 2025 NOV 26 | 5:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 5:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Left | 0 | 28 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 6:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 6:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Thru | 0 | 169 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Right | 0 | 27 |
| 2025 NOV 26 | 6:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Thru | 0 | 139 |
| 2025 NOV 26 | 6:00:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 6:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Left | 0 | 10 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 6:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Left | 0 | 1 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 6:15:00 PM | Axle | Thru | 0 | 20 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 6:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Thru | 0 | 18 |
| 2025 NOV 26 | 6:15:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 6:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 6:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Thru | 0 | 125 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Thru | 0 | 93 |
| 2025 NOV 26 | 6:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 6:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Left | 0 | 24 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Right | 0 | 11 |
| 2025 NOV 26 | 6:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Left | 0 | 14 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Thru | 0 | 73 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Right | 0 | 8 |
| 2025 NOV 26 | 6:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Thru | 0 | 75 |
| 2025 NOV 26 | 6:45:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 6:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Right | 0 | 2 |
| 2025 NOV 26 | 7:00:00 PM | Axle | U-turn | 0 | 0 |

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| 2025 NOV 26 | 7:00:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Thru | 0 | 52 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Right | 0 | 12 |
| 2025 NOV 26 | 7:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Thru | 0 | 47 |
| 2025 NOV 26 | 7:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 7:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Left | 0 | 11 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Thru | 0 | 3 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 7:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Thru | 0 | 5 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 7:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Thru | 0 | 46 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Right | 0 | 9 |
| 2025 NOV 26 | 7:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Thru | 0 | 58 |
| 2025 NOV 26 | 7:15:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 7:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Left | 0 | 12 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 7:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Thru | 0 | 2 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Right | 0 | 5 |
| 2025 NOV 26 | 7:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Thru | 0 | 42 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Right | 0 | 3 |
| 2025 NOV 26 | 7:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Thru | 0 | 45 |
| 2025 NOV 26 | 7:30:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 7:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Right | 0 | 7 |

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|---|---|---|---|---|---|
| 2025 NOV 26 | 7:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Left | 0 | 2 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Thru | 0 | 38 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Right | 0 | 6 |
| 2025 NOV 26 | 7:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Thru | 0 | 45 |
| 2025 NOV 26 | 7:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 7:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 8:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Thru | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Thru | 0 | 57 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Right | 0 | 8 |
| 2025 NOV 26 | 8:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Thru | 0 | 39 |
| 2025 NOV 26 | 8:00:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:00:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Left | 0 | 7 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Right | 0 | 4 |
| 2025 NOV 26 | 8:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Left | 0 | 6 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Thru | 0 | 52 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Right | 0 | 9 |
| 2025 NOV 26 | 8:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Thru | 0 | 40 |
| 2025 NOV 26 | 8:15:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 8:15:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Left | 0 | 4 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Thru | 0 | 0 |

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| 2025 NOV 26 | 8:30:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Thru | 0 | 47 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Right | 0 | 8 |
| 2025 NOV 26 | 8:30:00 PM | Axle | U-turn | 0 | 1 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Left | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Thru | 0 | 21 |
| 2025 NOV 26 | 8:30:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 8:30:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Thru | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Left | 0 | 3 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Thru | 0 | 38 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Right | 0 | 1 |
| 2025 NOV 26 | 8:45:00 PM | Axle | U-turn | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Left | 0 | 1 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Thru | 0 | 20 |
| 2025 NOV 26 | 8:45:00 PM | Axle | Right | 0 | 0 |
| 2025 NOV 26 | 8:45:00 PM | Axle | U-turn | 0 | 0 |
| | | | | 0 | 15,076 |

MANITOBA INFRA

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

| | From South | | | | From | |
|---|---|---|---|---|---|---|
| | left | thru | right | u-turn | left | thru |
| Grand Totals | | | | | | |
| Car | 1,206 | 134 | 72 | 0 | 117 | 125 |
| % | 7.0% | 0.8% | 0.4% | 0.0% | 0.7% | 0.7% |
| Sm Truck | 6 | 2 | 0 | 0 | 18 | 1 |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| Lg Truck | 0 | 0 | 0 | 0 | 2 | 0 |
| % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| ALL | 1,212 | 136 | 72 | 0 | 137 | 126 |
| % | 7.1% | 0.8% | 0.4% | 0.0% | 0.8% | 0.7% |
| Peds | | | 0 | | | |
| % | | | #DIV/0! | | | |

| Leave Blank | Sm Vehicle | Lg Vehicle |
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| 1 | 8 |
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| 0 | 0 |
| 2 | 1 |
| 0 | 0 |
| 0 | 0 |
| 633 | 1,423 |

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

Location:
Notes:
Study ID:
Operator:
Weather:

| North | | From West | | | | From East | | | | Interval |
|---|---|---|---|---|---|---|---|---|---|---|
| right | u-turn | left | thru | right | u-turn | left | thru | right | u-turn | Total |
| 306 | 0 | 347 | 5,974 | 1,156 | 18 | 45 | 5,465 | 110 | 1 | 15,076 |
| 1.8% | 0.0% | 2.0% | 34.9% | 6.7% | 0.1% | 0.3% | 31.9% | 0.6% | 0.0% | 88.0% |
| 11 | 0 | 15 | 266 | 14 | 0 | 1 | 293 | 6 | 0 | 633 |
| 0.1% | 0.0% | 0.1% | 1.6% | 0.1% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 3.7% |
| 2 | 0 | 3 | 745 | 2 | 0 | 0 | 668 | 0 | 1 | 1423 |
| 0.0% | 0.0% | 0.0% | 4.3% | 0.0% | 0.0% | 0.0% | 3.9% | 0.0% | 0.0% | 8.3% |
| 319 | 0 | 365 | 6,985 | 1,172 | 18 | 46 | 6,426 | 116 | 2 | 17,132 |
| 1.9% | 0.0% | 2.1% | 40.8% | 6.8% | 0.1% | 0.3% | 37.5% | 0.7% | 0.0% | 100.0% |
| 0 | | | | 0 | | | | 0 | | 0 |
| ##### | | | | ##### | | | | ##### | | #DIV/0! |

Approa

Total
16,497

Depart

Location:
Notes:
Study ID:
Operator:
Weather:

PTH 101 & Wenzel Road
Wenzel Road N-S
MERGED TCP-115 & TCP-116
Ahmad
0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

Turning Movements For Total Intersection

From North

Total 1,199

Depart 582 Approach 617

| right | thru | left | u-turn | | | |
|---|---|---|---|---|---|---|
| 319 | 126 | 137 | 0 | 365 | 136 | 116 |

116 right

7,957 319

6,426 thru

Depart 6,590

6,426

46 left

1,212

2 u-turn

N

From West

W + E

Total

S

From East 13,784

u-turn 18

137

left 365

6,985

8,540

Approa 7,194

thru 6,985

72

right 1,172

| | | | | | | |
|---|---|---|---|---|---|---|
| 1,172 | 126 | 46 | 0 | 1,212 | 136 | 72 |
| | | | u-turn | left | thru | right |
| Approa | 1,344 | | | Depart | 1,420 | |
| | | Total | 2,764 | | | |

From South

MANITOBA INFRASTRUCTURE & TRANSPORTATION



PTH 101 & Wenzel Road
Wenzel Road N-S
MERGED TCP-115 & TCP-116
Ahmad
0

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Chart of Total Volume per Interval

Date:

| | | |
|---|---|---|
| 7:00 | 342 | 2.0% |
| 7:15 | 447 | 2.6% |
| 7:30 | 581 | 3.4% |
| 7:45 | 585 | 3.4% |
| 8:00 | 479 | 2.8% |
| 8:15 | 444 | 2.6% |
| 8:30 | 417 | 2.4% |
| 8:45 | 402 | 2.3% |
| 9:00 | 271 | 1.6% |
| 9:15 | 353 | 2.1% |
| 9:30 | 53 | 0.3% |
| 9:45 | 223 | 1.3% |
| 10:00 | 181 | 1.1% |
| 10:15 | 241 | 1.4% |
| 10:30 | 260 | 1.5% |
| 10:45 | 237 | 1.4% |
| 11:00 | 229 | 1.3% |
| 11:15 | 216 | 1.3% |
| 11:30 | 60 | 0.4% |
| 11:45 | 202 | 1.2% |
| 12:00 | 233 | 1.4% |
| 12:15 | 269 | 1.6% |
| 12:30 | 292 | 1.7% |
| 12:45 | 207 | 1.2% |
| 13:00 | 220 | 1.3% |
| 13:15 | 286 | 1.7% |
| 13:30 | 247 | 1.4% |
| 13:45 | 212 | 1.2% |

| | | |
|---|---|---|
| 14:00 | 113 | 0.7% |
| 14:15 | 203 | 1.2% |
| 14:30 | 227 | 1.3% |
| 14:45 | 354 | 2.1% |
| 15:00 | 345 | 2.0% |
| 15:15 | 384 | 2.2% |
| 15:30 | 497 | 2.9% |
| 15:45 | 572 | 3.3% |
| 16:00 | 597 | 3.5% |
| 16:15 | 648 | 3.8% |
| 16:30 | 729 | 4.3% |
| 16:45 | 130 | 0.8% |
| 17:00 | 532 | 3.1% |
| 17:15 | 554 | 3.2% |
| 17:30 | 619 | 3.6% |
| 17:45 | 489 | 2.9% |
| 18:00 | 402 | 2.3% |
| 18:15 | 61 | 0.4% |
| 18:30 | 258 | 1.5% |
| 18:45 | 229 | 1.3% |
| 19:00 | 142 | 0.8% |
| 19:15 | 165 | 1.0% |
| 19:30 | 121 | 0.7% |
| 19:45 | 128 | 0.7% |
| 20:00 | 130 | 0.8% |
| 20:15 | 133 | 0.8% |
| 20:30 | 101 | 0.6% |
| 20:45 | 80 | 0.5% |
| Total | 17132 | 100.0% |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Chart of Total Sm Trucks per Interval

Date:

| | | | | | |
|---|---|---|---|---|---|
| 7:00 | 5 | 0.8% | 14:00 | 4 | 0.6% |
| 7:15 | 9 | 1.4% | 14:15 | 6 | 0.9% |
| 7:30 | 14 | 2.2% | 14:30 | 12 | 1.9% |
| 7:45 | 32 | 5.1% | 14:45 | 16 | 2.5% |
| 8:00 | 17 | 2.7% | 15:00 | 18 | 2.8% |
| 8:15 | 23 | 3.6% | 15:15 | 16 | 2.5% |
| 8:30 | 23 | 3.6% | 15:30 | 18 | 2.8% |
| 8:45 | 17 | 2.7% | 15:45 | 24 | 3.8% |
| 9:00 | 21 | 3.3% | 16:00 | 14 | 2.2% |
| 9:15 | 17 | 2.7% | 16:15 | 14 | 2.2% |
| 9:30 | 6 | 0.9% | 16:30 | 16 | 2.5% |
| 9:45 | 14 | 2.2% | 16:45 | 5 | 0.8% |
| 10:00 | 4 | 0.6% | 17:00 | 9 | 1.4% |
| 10:15 | 15 | 2.4% | 17:15 | 9 | 1.4% |
| 10:30 | 12 | 1.9% | 17:30 | 7 | 1.1% |
| 10:45 | 18 | 2.8% | 17:45 | 4 | 0.6% |
| 11:00 | 15 | 2.4% | 18:00 | 7 | 1.1% |
| 11:15 | 18 | 2.8% | 18:15 | 1 | 0.2% |
| 11:30 | 1 | 0.2% | 18:30 | 8 | 1.3% |
| 11:45 | 9 | 1.4% | 18:45 | 6 | 0.9% |
| 12:00 | 16 | 2.5% | 19:00 | 3 | 0.5% |
| 12:15 | 12 | 1.9% | 19:15 | 3 | 0.5% |
| 12:30 | 16 | 2.5% | 19:30 | 1 | 0.2% |

| | | |
|---|---|---|
| 12:45 | 8 | 1.3% |
| 13:00 | 12 | 1.9% |
| 13:15 | 19 | 3.0% |
| 13:30 | 21 | 3.3% |
| 13:45 | 12 | 1.9% |

| | | |
|---|---|---|
| 19:45 | 2 | 0.3% |
| 20:00 | 1 | 0.2% |
| 20:15 | 0 | 0.0% |
| 20:30 | 0 | 0.0% |
| 20:45 | 3 | 0.5% |
| Total | 633 | 100.0% |

MANITOBA INFRASTRUCTURE & TRANSPORTATI

Location: PTH 101 & Wenzel Road
Notes: Wenzel Road N-S
Study ID: MERGED TCP-115 & TCP-116
Operator: Ahmad
Weather: 0

Chart of Total Lg Trucks per Interval

Date:

| | | |
|---|---|---|
| 7:00 | 26 | 1.8% |
| 7:15 | 25 | 1.8% |
| 7:30 | 29 | 2.0% |
| 7:45 | 37 | 2.6% |
| 8:00 | 29 | 2.0% |
| 8:15 | 27 | 1.9% |
| 8:30 | 38 | 2.7% |
| 8:45 | 31 | 2.2% |
| 9:00 | 29 | 2.0% |
| 9:15 | 34 | 2.4% |
| 9:30 | 6 | 0.4% |
| 9:45 | 41 | 2.9% |
| 10:00 | 26 | 1.8% |

| | | |
|---|---|---|
| 14:00 | 18 | 1.3% |
| 14:15 | 20 | 1.4% |
| 14:30 | 20 | 1.4% |
| 14:45 | 37 | 2.6% |
| 15:00 | 35 | 2.5% |
| 15:15 | 30 | 2.1% |
| 15:30 | 41 | 2.9% |
| 15:45 | 36 | 2.5% |
| 16:00 | 25 | 1.8% |
| 16:15 | 28 | 2.0% |
| 16:30 | 30 | 2.1% |
| 16:45 | 2 | 0.1% |
| 17:00 | 21 | 1.5% |

| | | |
|---|---|---|
| 10:15 | 34 | 2.4% |
| 10:30 | 44 | 3.1% |
| 10:45 | 35 | 2.5% |
| 11:00 | 30 | 2.1% |
| 11:15 | 36 | 2.5% |
| 11:30 | 10 | 0.7% |
| 11:45 | 23 | 1.6% |
| 12:00 | 33 | 2.3% |
| 12:15 | 32 | 2.2% |
| 12:30 | 38 | 2.7% |
| 12:45 | 38 | 2.7% |
| 13:00 | 19 | 1.3% |
| 13:15 | 31 | 2.2% |
| 13:30 | 42 | 3.0% |
| 13:45 | 26 | 1.8% |

| | | |
|---|---|---|
| 17:15 | 29 | 2.0% |
| 17:30 | 27 | 1.9% |
| 17:45 | 24 | 1.7% |
| 18:00 | 13 | 0.9% |
| 18:15 | 5 | 0.4% |
| 18:30 | 22 | 1.5% |
| 18:45 | 14 | 1.0% |
| 19:00 | 10 | 0.7% |
| 19:15 | 17 | 1.2% |
| 19:30 | 6 | 0.4% |
| 19:45 | 19 | 1.3% |
| 20:00 | 9 | 0.6% |
| 20:15 | 13 | 0.9% |
| 20:30 | 14 | 1.0% |
| 20:45 | 9 | 0.6% |
| Total | 1423 | 100.0% |

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: Peds, Car, Sm Veh, Lg Veh
Correction: 1.00

Chart of Total Volume per Hour

| | | |
|---|---|---|
| 7:00 | 1955 | 11.4% |
| 8:00 | 1742 | 10.2% |
| 9:00 | 900 | 5.3% |
| 10:00 | 919 | 5.4% |
| 11:00 | 707 | 4.1% |
| 12:00 | 1001 | 5.8% |
| 13:00 | 965 | 5.6% |
| 14:00 | 897 | 5.2% |
| 15:00 | 1798 | 10.5% |
| 16:00 | 2104 | 12.3% |
| 17:00 | 2194 | 12.8% |
| 18:00 | 950 | 5.5% |
| 19:00 | 556 | 3.2% |
| 20:00 | 444 | 2.6% |
| Total | 17132 | 100.0% |

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Chart of Total Sm Trucks per Hour

| | | |
|---|---|---|
| 7:00 | 60 | 9.5% |
| 8:00 | 80 | 12.6% |
| 9:00 | 58 | 9.2% |
| 10:00 | 49 | 7.7% |
| 11:00 | 43 | 6.8% |
| 12:00 | 52 | 8.2% |
| 13:00 | 64 | 10.1% |
| 14:00 | 38 | 6.0% |
| 15:00 | 76 | 12.0% |
| 16:00 | 49 | 7.7% |
| 17:00 | 29 | 4.6% |
| 18:00 | 22 | 3.5% |
| 19:00 | 9 | 1.4% |
| 20:00 | 4 | 0.6% |
| Total | 633 | 100.0% |

Starts: 2025 NOV 26
End: 2025 NOV 27
Interval: 15 min Intervals: 56
Type: C, SmT, LgT, P-rt/red
Correction: 1.00

Chart of Total Lg Trucks per Hour

| | | |
|---|---|---|
| 7:00 | 117 | 8.2% |
| 8:00 | 125 | 8.8% |
| 9:00 | 110 | 7.7% |
| 10:00 | 139 | 9.8% |
| 11:00 | 99 | 7.0% |
| 12:00 | 141 | 9.9% |
| 13:00 | 118 | 8.3% |
| 14:00 | 95 | 6.7% |
| 15:00 | 142 | 10.0% |
| 16:00 | 85 | 6.0% |
| 17:00 | 101 | 7.1% |
| 18:00 | 54 | 3.8% |
| 19:00 | 52 | 3.7% |

| | | |
|---|---|---|
| 20:00 | 45 | 3.2% |
| Total | 1423 | 100.0% |