

Table B.1**Balanced PM Turning Movement Counts at Study Intersections**

| Intersection | SBL | SBT | SBR | PedS | WBL | WBT | WBR | PedW | NBL | NBT | NBR | PedN | EBL | EBT | EBR | PedE |
|-----------------------------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|
| US 421 @ Aulenbach | 27 | 346 | 5 | 0 | 18 | 0 | 13 | 0 | 19 | 388 | 27 | 0 | 6 | 5 | 28 | 0 |
| US 421 @ Walnut | 15 | 375 | 0 | 0 | 8 | 0 | 58 | 0 | 0 | 375 | 4 | 0 | 0 | 0 | 0 | 0 |
| US 421 @ Milton | 0 | 338 | 44 | 2 | 1 | 0 | 0 | 0 | 122 | 332 | 1 | 0 | 47 | 0 | 101 | 0 |
| US 421 @ Fifth | 17 | 420 | 0 | 0 | 7 | 0 | 15 | 0 | 0 | 445 | 2 | 0 | 0 | 0 | 0 | 0 |
| US 421 @ Fourth | 17 | 410 | 0 | 0 | 0 | 0 | 30 | 0 | 13 | 410 | 4 | 0 | 8 | 0 | 4 | 0 |
| US 421 @ Third | 21 | 390 | 0 | 3 | 6 | 0 | 21 | 5 | 0 | 366 | 13 | 6 | 40 | 49 | 36 | 1 |
| Jefferson @ Main | 214 | 133 | 84 | 16 | 11 | 249 | 211 | 38 | 41 | 102 | 36 | 13 | 73 | 261 | 61 | 8 |
| Jefferson @ Second | 44 | 55 | 76 | 22 | 4 | 134 | 73 | 4 | 32 | 58 | 29 | 4 | 18 | 58 | 8 | 29 |
| Jefferson @ First | 21 | 30 | 16 | 0 | 0 | 16 | 12 | 0 | 4 | 77 | 0 | 0 | 0 | 4 | 28 | 0 |
| Jefferson @ Vaughn | 33 | 0 | 25 | 0 | 0 | 36 | 56 | 0 | 0 | 0 | 0 | 0 | 25 | 28 | 0 | 0 |
| Walnut @ US 421 Main | 42 | 18 | 29 | 0 | 5 | 430 | 30 | 0 | 15 | 38 | 9 | 0 | 21 | 482 | 14 | 1 |
| East @ US 421 Main | 12 | 4 | 12 | 0 | 4 | 430 | 23 | 0 | 12 | 4 | 4 | 0 | 19 | 500 | 12 | 0 |
| St. Michael's @ US 421 Main | 0 | 0 | 8 | 0 | 4 | 450 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 500 | 17 | 0 |
| Baltimore @ US 421 Main | 0 | 0 | 2 | 0 | 1 | 118 | 0 | 0 | 337 | 0 | 2 | 0 | 2 | 162 | 331 | 0 |
| Baltimore @ US 421 Second | 312 | 2 | 2 | 0 | 1 | 91 | 293 | 4 | 21 | 23 | 3 | 0 | 4 | 120 | 2 | 1 |
| Clay @ US 421 Second | 0 | 0 | 0 | 0 | 0 | 370 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 400 | 13 | 4 |
| US 421 Harrison @ Second | 0 | 0 | 0 | 0 | 17 | 12 | 0 | 0 | 346 | 0 | 24 | 0 | 0 | 14 | 365 | 0 |
| US 421 Harrison @ First | 13 | 385 | 13 | 0 | 0 | 0 | 4 | 0 | 113 | 350 | 4 | 0 | 0 | 0 | 0 | 0 |
| US 421 Harrison @ Fillmore | 0 | 414 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 446 | 0 | 0 | 1 | 0 | 1 | 0 |
| Roosevelt @ Main | 0 | 0 | 9 | 0 | 0 | 120 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 150 | 0 | 0 |
| SR 56 @ Second | 0 | 131 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 126 | 0 | 0 | 12 | 0 | 27 | 0 |
| Ferry @ SR 56 | 0 | 0 | 0 | 1 | 1 | 140 | 0 | 0 | 17 | 0 | 4 | 0 | 0 | 150 | 17 | 0 |
| Ferry @ Vaughn | 0 | 0 | 9 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 27 | 0 | 0 |
| US 421 @ Coopers Bottom | 361 | 0 | 59 | 0 | 0 | 18 | 375 | 0 | 0 | 0 | 0 | 0 | 56 | 38 | 0 | 0 |
| US 421 @ KY 36 | 0 | 42 | 182 | 0 | 0 | 0 | 0 | 0 | 163 | 27 | 0 | 0 | 116 | 0 | 191 | 0 |

AM Turning Movement Count August 2008

Raw Data for US 421 (Harrison St) intersection with 2nd St

| Start Time | Southbound | | | | 2nd Street Westbound | | | | US 421 (Harrison) Northbound | | | | US 421 (2nd Street) Eastbound | | | |
|----------------------------|------------|-------|-------|------|----------------------|-------|-------|------|------------------------------|-------|-------|------|-------------------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 46 | 0 | 3 | 0 | 0 | 2 | 63 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 45 | 0 | 2 | 0 | 0 | 4 | 48 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 86 | 0 | 3 | 0 | 0 | 2 | 55 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 73 | 0 | 3 | 0 | 0 | 3 | 52 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 35 | 0 | 2 | 0 | 0 | 3 | 50 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 37 | 0 | 1 | 0 | 0 | 0 | 42 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 65 | 0 | 6 | 0 | 0 | 1 | 44 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 5 | 41 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 2 | |
| 07:15 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 0 | 2 | |
| 07:30 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 0 | 4 | |
| 07:45 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 6 | |
| 08:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 3 | |
| 08:15 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 3 | |
| 08:30 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 2 | |
| 08:45 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 0 | 2 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 3 | 2 | 0 | | 47 | 0 | 3 | | 0 | 2 | 65 | |
| 03:45 PM | 0 | 0 | 0 | | 7 | 1 | 0 | | 48 | 0 | 2 | | 0 | 4 | 50 | |
| 04:00 PM | 0 | 0 | 0 | | 2 | 2 | 0 | | 89 | 0 | 3 | | 0 | 2 | 59 | |
| 04:15 PM | 0 | 0 | 0 | | 1 | 3 | 0 | | 75 | 0 | 3 | | 0 | 3 | 59 | |
| 04:30 PM | 0 | 0 | 0 | | 4 | 5 | 0 | | 40 | 0 | 2 | | 0 | 3 | 54 | |
| 04:45 PM | 0 | 0 | 0 | | 1 | 4 | 0 | | 39 | 0 | 1 | | 0 | 0 | 47 | |
| 05:00 PM | 0 | 0 | 0 | | 4 | 2 | 0 | | 71 | 0 | 6 | | 0 | 1 | 46 | |
| 05:15 PM | 0 | 0 | 0 | | 1 | 2 | 0 | | 57 | 0 | 1 | | 0 | 5 | 46 | |
| Peak (3:30-4:30) | 0 | 0 | 0 | | 13 | 8 | 0 | | 259 | 0 | 11 | | 0 | 11 | 233 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 3.47% | 0.00% | 0.00% | | 0.00% | 0.00% | 6.44% | |
| PHF | 0.00 | 0.00 | 0.00 | | 0.46 | 0.67 | 0.00 | | 0.73 | 0.00 | 0.92 | | 0.00 | 0.69 | 0.90 | |

AM Turning Movement Count August 2008

Raw Data for US 421 intersection with Coopers Bottom Road

| Start Time | US 421 (Bridge) Southbound | | | | US 421 Westbound | | | | Northbound | | | | Coopers Bottom Road Eastbound | | | | |
|----------------------------|-------------------------------|-------|-------|-------|---------------------|-------|-------|-------|------------|-------------|-------|-------|----------------------------------|-------------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 07:00 AM | 64 | 0 | 2 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 |
| 07:15 AM | 65 | 0 | 2 | 0 | 0 | 0 | 2 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:30 AM | 53 | 0 | 5 | 0 | 0 | 0 | 3 | 86 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 |
| 07:45 AM | 58 | 0 | 3 | 0 | 0 | 0 | 1 | 68 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 08:00 AM | 47 | 0 | 3 | 0 | 0 | 0 | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 08:15 AM | 39 | 0 | 4 | 0 | 0 | 0 | 2 | 44 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 |
| 08:30 AM | 31 | 0 | 12 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 |
| 08:45 AM | 47 | 0 | 7 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 0 |
| Light Truck/Bicycle | | | | | Bike | | | | | Bike | | | | Bike | | | Bike |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 07:00 AM | 3 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:15 AM | 2 | 0 | 0 | | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:30 AM | 3 | 0 | 0 | | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:45 AM | 5 | 0 | 0 | | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:00 AM | 3 | 0 | 0 | | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:15 AM | 5 | 0 | 0 | | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:30 AM | 2 | 0 | 0 | | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:45 AM | 1 | 0 | 0 | | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 67 | 0 | 2 | | | 0 | 0 | 47 | | 0 | 0 | 0 | | 4 | 5 | 0 | |
| 03:45 PM | 70 | 0 | 2 | | | 0 | 2 | 56 | | 0 | 0 | 0 | | 0 | 3 | 0 | |
| 04:00 PM | 56 | 0 | 5 | | | 0 | 3 | 89 | | 0 | 0 | 0 | | 9 | 2 | 0 | |
| 04:15 PM | 64 | 0 | 3 | | | 0 | 1 | 70 | | 0 | 0 | 0 | | 3 | 2 | 0 | |
| 04:30 PM | 51 | 0 | 3 | | | 0 | 3 | 40 | | 0 | 0 | 0 | | 2 | 2 | 0 | |
| 04:45 PM | 45 | 0 | 4 | | | 0 | 2 | 47 | | 0 | 0 | 0 | | 4 | 2 | 0 | |
| 05:00 PM | 33 | 0 | 12 | | | 0 | 0 | 66 | | 0 | 0 | 0 | | 6 | 2 | 0 | |
| 05:15 PM | 49 | 0 | 7 | | | 0 | 0 | 48 | | 0 | 0 | 0 | | 6 | 3 | 0 | |
| Peak (3:30-4:30) | 257 | 0 | 12 | | | 0 | 6 | 262 | | 0 | 0 | 0 | | 16 | 12 | 0 | |
| % Truck | 6.61% | 0.00% | 0.00% | | | 0.00% | 0.00% | 3.44% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.92 | 0.00 | 0.60 | | | 0.00 | 0.50 | 0.74 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.60 | 0.00 | |

AM Turning Movement Count August 2008

Raw Data for US 421 (Harrison St) intersection with Fillmore St

| Start Time | US 421 Southbound | | | | FILLMORE Westbound | | | | US 421 Northbound | | | | FILLMORE Eastbound | | | |
|----------------------------|-------------------|-------|-------|------|--------------------|-------|-------|------|-------------------|-------|-------|------|--------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:30 AM | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 38 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 1 | 0 |
| 08:30 AM | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 1 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:15 AM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 07:30 AM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 07:45 AM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 08:00 AM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 08:15 AM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:30 AM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 08:45 AM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 68 | 0 | | 0 | 0 | 0 | | 0 | 47 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 73 | 0 | | 0 | 0 | 0 | | 0 | 58 | 0 | | 0 | 0 | 1 | |
| 04:00 PM | 0 | 58 | 0 | | 0 | 0 | 0 | | 0 | 93 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 62 | 0 | | 0 | 0 | 0 | | 0 | 84 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 54 | 0 | | 0 | 0 | 0 | | 0 | 42 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 46 | 0 | | 0 | 0 | 1 | | 0 | 47 | 0 | | 0 | 0 | 1 | |
| 05:00 PM | 0 | 48 | 0 | | 0 | 0 | 0 | | 0 | 77 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 50 | 0 | | 0 | 0 | 0 | | 0 | 61 | 0 | | 0 | 0 | 1 | |
| Peak (3:30-4:30) | 0 | 261 | 0 | | 0 | 0 | 0 | | 0 | 282 | 0 | | 0 | 0 | 1 | |
| % Truck | 0.00% | 6.13% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 3.55% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.00 | 0.89 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.76 | 0.00 | | 0.00 | 0.00 | 0.25 | |

AM Turning Movement Count August 2008

Raw Data for US 421 intersection with KY 36

| Start Time | KY 36 | | | | Westbound | | | | US 421 Northbound | | | | US 421 Eastbound | | | |
|----------------------------|------------|-------|-------|------|-----------|-------|-------|------|-------------------|-------|-------|------|------------------|-------|-------|------|
| | Southbound | | | | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 07:00 AM | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 0 | 0 | 28 | 0 | 28 | 0 |
| 07:15 AM | 0 | 4 | 17 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 0 | 0 | 36 | 0 | 29 | 0 |
| 07:30 AM | 0 | 12 | 48 | 0 | 0 | 0 | 0 | 0 | 51 | 9 | 0 | 0 | 14 | 0 | 24 | 0 |
| 07:45 AM | 0 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 54 | 15 | 0 | 0 | 17 | 0 | 28 | 0 |
| 08:00 AM | 0 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 18 | 9 | 0 | 0 | 23 | 0 | 22 | 0 |
| 08:15 AM | 0 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 23 | 6 | 0 | 0 | 17 | 0 | 16 | 0 |
| 08:30 AM | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 0 | 16 | 0 | 15 | 0 |
| 08:45 AM | 0 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 25 | 0 | 16 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 1 | |
| 07:15 AM | 0 | 0 | 1 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 0 | 1 | |
| 07:30 AM | 0 | 0 | 3 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | 0 | 0 | |
| 07:45 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 3 | 0 | 1 | |
| 08:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 3 | 0 | 2 | |
| 08:15 AM | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 3 | |
| 08:30 AM | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | |
| 08:45 AM | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 1 | 13 | | 0 | 0 | 0 | | 31 | 11 | 0 | | 30 | 0 | 29 | |
| 03:45 PM | 0 | 4 | 19 | | 0 | 0 | 0 | | 34 | 9 | 0 | | 37 | 0 | 30 | |
| 04:00 PM | 0 | 12 | 52 | | 0 | 0 | 0 | | 51 | 9 | 0 | | 18 | 0 | 24 | |
| 04:15 PM | 0 | 10 | 14 | | 0 | 0 | 0 | | 55 | 17 | 0 | | 21 | 0 | 30 | |
| 04:30 PM | 0 | 3 | 18 | | 0 | 0 | 0 | | 20 | 9 | 0 | | 27 | 0 | 25 | |
| 04:45 PM | 0 | 5 | 18 | | 0 | 0 | 0 | | 25 | 6 | 0 | | 20 | 0 | 20 | |
| 05:00 PM | 0 | 1 | 20 | | 0 | 0 | 0 | | 43 | 2 | 0 | | 18 | 0 | 15 | |
| 05:15 PM | 0 | 2 | 20 | | 0 | 0 | 0 | | 28 | 3 | 0 | | 26 | 0 | 17 | |
| Peak (3:30-4:30) | 0 | 27 | 98 | | 0 | 0 | 0 | | 171 | 46 | 0 | | 106 | 0 | 113 | |
| % Truck | 0.00% | 0.00% | 6.12% | | 0.00% | 0.00% | 0.00% | | 2.34% | 4.35% | 0.00% | | 10.38% | 0.00% | 3.54% | |
| PHF | 0.00 | 0.56 | 0.47 | | 0.00 | 0.00 | 0.00 | | 0.78 | 0.68 | 0.00 | | 0.72 | 0.00 | 0.94 | |

AM Turning Movement Count August 2008

Raw Data for US 421 (Baltimore St) intersection with SR 56 (Main St)

| Start Time | Baltimore Southbound | | | | SR 56 (Main) Westbound | | | | US 421 (Baltimore) Northbound | | | | US 421 (Main) Eastbound | | | |
|----------------------------|----------------------|-------|-------|-------------|------------------------|-------|-------|-------------|-------------------------------|-------|-------|-------------|-------------------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 24 | 43 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 19 | 54 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 23 | 55 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 2 | 51 | 0 | 0 | 0 | 0 | 14 | 39 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 51 | 0 | 0 | 1 | 0 | 14 | 49 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 2 | 39 | 0 | 0 | 0 | 0 | 13 | 41 | 5 |
| 08:30 AM | 1 | 0 | 2 | 0 | 0 | 14 | 0 | 2 | 37 | 0 | 1 | 0 | 0 | 15 | 17 | 0 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 29 | 0 | 2 | 68 | 0 | 0 | 1 | 1 | 16 | 55 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 3 | 0 | 0 | | 0 | 0 | 1 | |
| 07:15 AM | 0 | 0 | 0 | | 0 | 1 | 0 | | 2 | 0 | 0 | | 0 | 1 | 1 | |
| 07:30 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 3 | |
| 07:45 AM | 0 | 0 | 0 | | 0 | 3 | 0 | | 4 | 0 | 0 | | 0 | 1 | 1 | |
| 08:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 1 | 3 | |
| 08:15 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 1 | 6 | |
| 08:30 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | |
| 08:45 AM | 0 | 0 | 0 | | 0 | 1 | 0 | | 2 | 0 | 0 | | 0 | 1 | 3 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 1 | | 0 | 16 | 0 | | 39 | 0 | 0 | | 0 | 25 | 45 | |
| 03:45 PM | 0 | 0 | 0 | | 1 | 37 | 0 | | 59 | 0 | 0 | | 0 | 21 | 58 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 23 | 0 | | 75 | 0 | 1 | | 0 | 23 | 60 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 42 | 0 | | 59 | 0 | 0 | | 0 | 15 | 44 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 19 | 0 | | 53 | 0 | 0 | | 0 | 17 | 53 | |
| 04:45 PM | 0 | 0 | 0 | | 1 | 19 | 0 | | 42 | 0 | 0 | | 0 | 15 | 50 | |
| 05:00 PM | 1 | 0 | 2 | | 1 | 14 | 0 | | 37 | 0 | 1 | | 0 | 16 | 20 | |
| 05:15 PM | 0 | 0 | 1 | | 0 | 32 | 0 | | 72 | 0 | 1 | | 1 | 18 | 63 | |
| Peak (3:30-4:30) | 0 | 0 | 1 | | 1 | 118 | 0 | | 232 | 0 | 1 | | 0 | 84 | 207 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 4.24% | 0.00% | | 7.33% | 0.00% | 0.00% | | 0.00% | 4.76% | 7.73% | |
| PHF | 0.00 | 0.00 | 0.25 | | 0.25 | 0.70 | 0.00 | | 0.77 | 0.00 | 0.25 | | 0.00 | 0.84 | 0.86 | |

AM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with US 421/SR 56 (Main St)

| Start Time | US 421 Southbound | | | | US 421 (Main) Westbound | | | | Jefferson Street Northbound | | | | Main Street Eastbound | | | |
|----------------------------|-------------------|-------|--------|-------------|-------------------------|-------|-------|-------------|-----------------------------|--------|-------|-------------|-----------------------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right |
| 07:00 AM | 34 | 25 | 15 | 1 | 3 | 39 | 35 | 0 | 3 | 13 | 1 | 0 | 4 | 41 | 13 | 0 |
| 07:15 AM | 36 | 28 | 10 | 0 | 3 | 42 | 44 | 0 | 5 | 8 | 2 | 0 | 7 | 39 | 14 | 4 |
| 07:30 AM | 36 | 20 | 16 | 0 | 2 | 46 | 34 | 1 | 8 | 10 | 1 | 0 | 6 | 29 | 11 | 7 |
| 07:45 AM | 41 | 27 | 13 | 0 | 4 | 85 | 33 | 4 | 3 | 11 | 6 | 2 | 7 | 51 | 19 | 6 |
| 08:00 AM | 22 | 18 | 6 | 2 | 3 | 45 | 34 | 4 | 6 | 11 | 3 | 0 | 6 | 34 | 22 | 1 |
| 08:15 AM | 20 | 11 | 11 | 3 | 6 | 34 | 29 | 0 | 3 | 9 | 5 | 5 | 2 | 35 | 8 | 1 |
| 08:30 AM | 21 | 17 | 15 | 3 | 3 | 46 | 36 | 2 | 6 | 15 | 3 | 3 | 9 | 37 | 13 | 2 |
| 08:45 AM | 22 | 15 | 11 | 0 | 5 | 43 | 32 | 0 | 4 | 9 | 3 | 0 | 10 | 35 | 8 | 6 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 07:15 AM | 3 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 1 | 1 |
| 07:30 AM | 4 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 07:45 AM | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 0 |
| 08:00 AM | 0 | 1 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 6 | 0 | 0 |
| 08:15 AM | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 4 | 0 | 0 | 1 | 3 | 0 | 0 |
| 08:30 AM | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| 08:45 AM | 1 | 3 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:15 AM | 1 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:30 AM | 3 | 0 | 0 | | 0 | 0 | 3 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:45 AM | 3 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| 08:00 AM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:15 AM | 1 | 0 | 0 | | 0 | 2 | 1 | | 0 | 0 | 0 | | 0 | 2 | 0 | |
| 08:30 AM | 2 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:45 AM | 3 | 0 | 0 | | 0 | 1 | 2 | | 0 | 0 | 0 | | 1 | 1 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 35 | 26 | 17 | | 3 | 39 | 35 | | 3 | 13 | 1 | | 5 | 42 | 13 | |
| 03:45 PM | 40 | 30 | 15 | | 3 | 42 | 47 | | 7 | 8 | 2 | | 11 | 41 | 15 | |
| 04:00 PM | 43 | 22 | 16 | | 2 | 49 | 37 | | 8 | 10 | 1 | | 6 | 32 | 11 | |
| 04:15 PM | 45 | 30 | 13 | | 4 | 87 | 33 | | 4 | 16 | 6 | | 8 | 53 | 20 | |
| 04:30 PM | 25 | 19 | 7 | | 3 | 51 | 38 | | 6 | 12 | 3 | | 8 | 40 | 22 | |
| 04:45 PM | 23 | 14 | 11 | | 6 | 37 | 32 | | 4 | 13 | 5 | | 3 | 40 | 8 | |
| 05:00 PM | 25 | 21 | 16 | | 3 | 46 | 37 | | 7 | 17 | 3 | | 9 | 40 | 13 | |
| 05:15 PM | 26 | 18 | 13 | | 5 | 47 | 35 | | 4 | 13 | 3 | | 12 | 39 | 8 | |
| Peak (3:30-4:30) | 163 | 108 | 61 | | 12 | 217 | 152 | | 22 | 47 | 10 | | 30 | 168 | 59 | |
| % Truck | 9.82% | 7.41% | 11.48% | | 0.00% | 2.30% | 3.95% | | 13.64% | 10.64% | 0.00% | | 20.00% | 4.76% | 3.39% | |
| PHF | 0.91 | 0.90 | 0.90 | | 0.75 | 0.62 | 0.81 | | 0.69 | 0.73 | 0.42 | | 0.68 | 0.79 | 0.74 | |

AM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with Aulenbach Ave

| Start Time | US 421 Southbound | | | | Aulenbach Westbound | | | | US 421 Northbound | | | | Aulenbach Eastbound | | | |
|----------------------------|-------------------|-------|---------|------|---------------------|-------|-------|------|-------------------|-------|-------|------|---------------------|-------|--------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 07:00 AM | 2 | 44 | 0 | 0 | 7 | 0 | 1 | 0 | 2 | 33 | 1 | 0 | 1 | 0 | 6 | 0 |
| 07:15 AM | 0 | 47 | 0 | 0 | 7 | 0 | 3 | 0 | 1 | 36 | 0 | 0 | 0 | 0 | 8 | 0 |
| 07:30 AM | 2 | 61 | 0 | 0 | 5 | 0 | 6 | 0 | 1 | 42 | 1 | 0 | 0 | 0 | 3 | 0 |
| 07:45 AM | 0 | 59 | 0 | 1 | 5 | 0 | 4 | 0 | 4 | 46 | 1 | 0 | 0 | 0 | 6 | 0 |
| 08:00 AM | 3 | 43 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 36 | 3 | 0 | 0 | 0 | 1 | 0 |
| 08:15 AM | 4 | 41 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 37 | 1 | 0 | 1 | 0 | 1 | 0 |
| 08:30 AM | 3 | 32 | 1 | 0 | 6 | 0 | 3 | 0 | 1 | 46 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 AM | 0 | 43 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 3 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:15 AM | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| 07:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 0 |
| 08:00 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| 08:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 07:15 AM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 07:30 AM | 0 | 5 | 0 | | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:45 AM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 08:00 AM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 08:15 AM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:30 AM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 08:45 AM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 2 | 47 | 1 | | 7 | 0 | 1 | | 2 | 37 | 1 | | 1 | 0 | 7 | |
| 03:45 PM | 1 | 52 | 1 | | 7 | 0 | 4 | | 3 | 39 | 0 | | 0 | 0 | 9 | |
| 04:00 PM | 2 | 66 | 0 | | 7 | 0 | 6 | | 1 | 44 | 1 | | 0 | 0 | 5 | |
| 04:15 PM | 0 | 64 | 0 | | 5 | 0 | 4 | | 5 | 52 | 1 | | 0 | 0 | 10 | |
| 04:30 PM | 4 | 47 | 0 | | 0 | 0 | 3 | | 3 | 38 | 3 | | 0 | 0 | 1 | |
| 04:45 PM | 4 | 45 | 0 | | 1 | 0 | 1 | | 1 | 41 | 1 | | 1 | 0 | 1 | |
| 05:00 PM | 3 | 34 | 1 | | 6 | 0 | 3 | | 2 | 49 | 0 | | 0 | 1 | 2 | |
| 05:15 PM | 0 | 49 | 0 | | 2 | 0 | 1 | | 0 | 48 | 0 | | 1 | 0 | 3 | |
| Peak (3:30-4:30) | 5 | 229 | 2 | | 26 | 0 | 15 | | 11 | 172 | 3 | | 1 | 0 | 31 | |
| % Truck | 20.00% | 7.86% | 100.00% | | 7.69% | 0.00% | 6.67% | | 27.27% | 8.72% | 0.00% | | 0.00% | 0.00% | 25.81% | |
| PHF | 0.63 | 0.87 | 0.50 | | 0.93 | 0.00 | 0.63 | | 0.55 | 0.83 | 0.75 | | 0.25 | 0.00 | 0.78 | |

AM Turning Movement Count August 2008

Raw Data for US 421 (Baltimore St) intersection with US 421 (2nd St)

| Start Time | BALTIMORE Southbound | | | | 2ND ST Westbound | | | | BALTIMORE Northbound | | | | 2ND ST Eastbound | | | |
|----------------------------|----------------------|-------|-------|------|------------------|-------|-------|------|----------------------|-------|-------|------|------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 07:00 AM | 49 | 0 | 0 | 0 | 0 | 11 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 |
| 07:15 AM | 42 | 0 | 1 | 0 | 0 | 12 | 36 | 0 | 1 | 4 | 0 | 0 | 0 | 15 | 1 | 0 |
| 07:30 AM | 51 | 0 | 0 | 0 | 0 | 15 | 72 | 0 | 3 | 3 | 0 | 0 | 0 | 8 | 0 | 0 |
| 07:45 AM | 43 | 0 | 0 | 0 | 0 | 22 | 46 | 0 | 1 | 1 | 0 | 2 | 0 | 9 | 0 | 0 |
| 08:00 AM | 33 | 0 | 0 | 0 | 0 | 12 | 23 | 2 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 |
| 08:15 AM | 36 | 0 | 0 | 0 | 0 | 12 | 33 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 |
| 08:30 AM | 33 | 0 | 0 | 0 | 1 | 12 | 49 | 0 | 0 | 5 | 2 | 2 | 1 | 14 | 1 | 0 |
| 08:45 AM | 33 | 0 | 0 | 0 | 0 | 11 | 39 | 0 | 1 | 3 | 1 | 0 | 0 | 15 | 0 | 1 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 08:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 07:00 AM | 2 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:15 AM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:30 AM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 07:45 AM | 4 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| 08:00 AM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:15 AM | 4 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:30 AM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 08:45 AM | 3 | 0 | 0 | | 0 | 0 | 3 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 51 | 0 | 0 | | 0 | 11 | 43 | | 0 | 0 | 0 | | 0 | 15 | 0 | |
| 03:45 PM | 49 | 0 | 1 | | 0 | 12 | 39 | | 1 | 4 | 0 | | 0 | 15 | 1 | |
| 04:00 PM | 54 | 0 | 0 | | 0 | 15 | 76 | | 3 | 3 | 0 | | 0 | 8 | 0 | |
| 04:15 PM | 48 | 0 | 0 | | 0 | 22 | 49 | | 1 | 1 | 0 | | 0 | 10 | 0 | |
| 04:30 PM | 39 | 0 | 0 | | 0 | 13 | 29 | | 0 | 0 | 0 | | 1 | 10 | 0 | |
| 04:45 PM | 42 | 0 | 0 | | 0 | 12 | 35 | | 0 | 0 | 1 | | 0 | 9 | 0 | |
| 05:00 PM | 36 | 0 | 0 | | 1 | 12 | 58 | | 0 | 5 | 2 | | 1 | 15 | 1 | |
| 05:15 PM | 38 | 0 | 0 | | 0 | 11 | 46 | | 1 | 3 | 1 | | 0 | 15 | 0 | |
| Peak (3:30-4:30) | 202 | 0 | 1 | | 0 | 60 | 207 | | 5 | 8 | 0 | | 0 | 48 | 1 | |
| % Truck | 8.42% | 0.00% | 0.00% | | 0.00% | 0.00% | 5.31% | | 0.00% | 0.00% | 0.00% | | 0.00% | 2.08% | 0.00% | |
| PHF | 0.94 | 0.00 | 0.25 | | 0.00 | 0.68 | 0.68 | | 0.42 | 0.50 | 0.00 | | 0.00 | 0.80 | 0.25 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with Aulenbach Ave

| Start Time | US 421 Southbound | | | | AULLENBACH Westbound | | | | US 421 Northbound | | | | AULLENBACH Eastbound | | | | |
|----------------------------|-------------------|-------|-------|-------|----------------------|-------|-------|-------|-------------------|-------|-------|-------|----------------------|--------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 2 | 86 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 117 | 5 | 0 | 2 | 1 | 14 | 0 |
| 03:45 PM | 8 | 85 | 1 | 0 | 0 | 9 | 0 | 5 | 0 | 6 | 86 | 3 | 0 | 2 | 1 | 6 | 0 |
| 04:00 PM | 6 | 82 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 102 | 11 | 0 | 0 | 2 | 5 | 0 |
| 04:15 PM | 10 | 85 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 80 | 8 | 0 | 1 | 1 | 2 | 0 |
| 04:30 PM | 10 | 86 | 2 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 84 | 5 | 0 | 0 | 0 | 2 | 0 |
| 04:45 PM | 6 | 75 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 72 | 7 | 0 | 0 | 2 | 3 | 0 |
| 05:00 PM | 8 | 85 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 3 | 90 | 8 | 0 | 1 | 0 | 7 | 0 |
| 05:15 PM | 5 | 76 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 2 | 70 | 4 | 0 | 0 | 0 | 3 | 0 |
| Light Truck/Bicycle | | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 04:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 2 | 86 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 117 | 5 | 0 | 2 | 1 | 14 | 0 |
| 03:45 PM | 8 | 86 | 1 | 0 | 0 | 10 | 0 | 5 | 0 | 7 | 88 | 3 | 0 | 2 | 1 | 6 | 0 |
| 04:00 PM | 7 | 86 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 102 | 11 | 0 | 0 | 2 | 5 | 0 |
| 04:15 PM | 10 | 88 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 81 | 8 | 0 | 2 | 1 | 3 | 0 |
| 04:30 PM | 10 | 90 | 2 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 87 | 5 | 0 | 0 | 0 | 2 | 0 |
| 04:45 PM | 6 | 78 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 76 | 7 | 0 | 0 | 2 | 3 | 0 |
| 05:00 PM | 8 | 86 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 3 | 96 | 8 | 0 | 1 | 0 | 7 | 0 |
| 05:15 PM | 6 | 81 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 3 | 75 | 4 | 0 | 0 | 0 | 3 | 0 |
| Peak (3:30-4:30) | 27 | 346 | 5 | 0 | 0 | 18 | 0 | 13 | 0 | 19 | 388 | 27 | 0 | 6 | 5 | 28 | 0 |
| % Truck | 3.70% | 2.31% | 0.00% | 0.00% | 0.00% | 5.56% | 0.00% | 0.00% | 0.00% | 5.26% | 0.77% | 0.00% | 0.00% | 16.67% | 0.00% | 3.57% | 0.00% |
| PHF | 0.68 | 0.98 | 0.63 | 0.00 | 0.00 | 0.45 | 0.00 | 0.65 | 0.00 | 0.68 | 0.83 | 0.61 | 0.00 | 0.75 | 0.63 | 0.50 | 0.00 |

PM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with Milton St

| Start Time | US 421 Southbound | | | | ENTRANCE Westbound | | | | US 421 Northbound | | | | MILTON Eastbound | | | |
|----------------------------|-------------------|-------|-------|-------------|--------------------|-------|-------|-------------|-------------------|-------|-------|-------------|------------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 0 | 92 | 13 | 0 | 0 | 0 | 0 | 0 | 29 | 93 | 0 | 0 | 13 | 0 | 19 | 0 |
| 03:45 PM | 0 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 31 | 73 | 0 | 0 | 8 | 0 | 26 | 0 |
| 04:00 PM | 0 | 74 | 12 | 0 | 0 | 0 | 0 | 0 | 34 | 71 | 0 | 0 | 9 | 0 | 21 | 0 |
| 04:15 PM | 0 | 67 | 7 | 0 | 1 | 0 | 0 | 0 | 21 | 64 | 1 | 0 | 13 | 0 | 29 | 0 |
| 04:30 PM | 0 | 76 | 9 | 0 | 0 | 0 | 0 | 0 | 20 | 91 | 0 | 0 | 18 | 0 | 23 | 0 |
| 04:45 PM | 0 | 70 | 4 | 0 | 0 | 0 | 1 | 0 | 31 | 65 | 1 | 0 | 8 | 0 | 18 | 0 |
| 05:00 PM | 0 | 70 | 5 | 2 | 0 | 0 | 0 | 0 | 34 | 73 | 0 | 2 | 12 | 0 | 43 | 0 |
| 05:15 PM | 0 | 70 | 4 | 0 | 0 | 0 | 0 | 0 | 37 | 70 | 0 | 0 | 7 | 0 | 31 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 03:45 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 04:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 2 | 1 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 95 | 14 | | 0 | 0 | 0 | | 30 | 98 | 0 | | 13 | 0 | 20 | |
| 03:45 PM | 0 | 75 | 6 | | 0 | 0 | 0 | | 31 | 78 | 0 | | 8 | 0 | 26 | |
| 04:00 PM | 0 | 81 | 12 | | 0 | 0 | 0 | | 34 | 74 | 0 | | 9 | 0 | 21 | |
| 04:15 PM | 0 | 71 | 10 | | 1 | 0 | 0 | | 21 | 66 | 1 | | 15 | 0 | 29 | |
| 04:30 PM | 0 | 78 | 10 | | 0 | 0 | 0 | | 20 | 95 | 0 | | 18 | 0 | 23 | |
| 04:45 PM | 0 | 72 | 4 | | 0 | 0 | 1 | | 31 | 70 | 1 | | 8 | 0 | 18 | |
| 05:00 PM | 0 | 72 | 5 | | 0 | 0 | 0 | | 34 | 76 | 0 | | 12 | 0 | 43 | |
| 05:15 PM | 0 | 71 | 4 | | 0 | 0 | 0 | | 37 | 75 | 0 | | 7 | 0 | 31 | |
| Peak (3:30-4:30) | 0 | 322 | 42 | | 1 | 0 | 0 | | 116 | 316 | 1 | | 45 | 0 | 96 | |
| % Truck | 0.00% | 6.83% | 9.52% | | 0.00% | 0.00% | 0.00% | | 0.86% | 4.75% | 0.00% | | 4.44% | 0.00% | 1.04% | |
| PHF | 0.00 | 0.85 | 0.75 | | 0.25 | 0.00 | 0.00 | | 0.85 | 0.81 | 0.25 | | 0.75 | 0.00 | 0.83 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with 3rd St

| Start Time | US 421 Southbound | | | | 3rd Street Westbound | | | | US 421 Northbound | | | | 3rd Street Eastbound | | | |
|----------------------------|-------------------|-------|-------|-------------|----------------------|-------|-------|-------------|-------------------|-------|-------|-------------|----------------------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right |
| 03:30 PM | 3 | 64 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 81 | 2 | 0 | 14 | 19 | 10 | 0 |
| 03:45 PM | 1 | 64 | 0 | 0 | 2 | 0 | 5 | 3 | 0 | 73 | 2 | 3 | 5 | 10 | 13 | 0 |
| 04:00 PM | 8 | 76 | 0 | 1 | 2 | 0 | 7 | 0 | 0 | 94 | 5 | 0 | 10 | 6 | 8 | 0 |
| 04:15 PM | 9 | 95 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 90 | 4 | 0 | 10 | 14 | 5 | 0 |
| 04:30 PM | 6 | 79 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 89 | 5 | 0 | 16 | 8 | 10 | 0 |
| 04:45 PM | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 3 | 71 | 0 | | 0 | 0 | 7 | | 0 | 90 | 2 | | 14 | 19 | 10 | |
| 03:45 PM | 1 | 68 | 0 | | 2 | 0 | 5 | | 0 | 82 | 2 | | 5 | 10 | 13 | |
| 04:00 PM | 8 | 79 | 0 | | 2 | 0 | 7 | | 0 | 98 | 5 | | 11 | 6 | 8 | |
| 04:15 PM | 9 | 96 | 0 | | 2 | 0 | 2 | | 0 | 96 | 4 | | 10 | 14 | 5 | |
| 04:30 PM | 6 | 81 | 0 | | 0 | 0 | 4 | | 0 | 93 | 5 | | 16 | 8 | 10 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Peak (3:30-4:30) | 21 | 314 | 0 | | 6 | 0 | 21 | | 0 | 366 | 13 | | 40 | 49 | 36 | |
| % Truck | 0.00% | 4.78% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 7.65% | 0.00% | | 2.50% | 0.00% | 0.00% | |
| PHF | 0.58 | 0.82 | 0.00 | | 0.75 | 0.00 | 0.75 | | 0.00 | 0.93 | 0.65 | | 0.71 | 0.64 | 0.69 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Jefferson St) intersection with SR 56 (Main St)

| Start Time | JEFFERSON Southbound | | | | MAIN Westbound | | | | JEFFERSON Northbound | | | | MAIN Eastbound | | | |
|----------------------------|----------------------|-------|-------|-------------|----------------|-------|-------|-------------|----------------------|-------|-------|-------------|----------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 47 | 35 | 23 | 8 | 2 | 62 | 61 | 14 | 6 | 22 | 10 | 4 | 29 | 71 | 18 | 2 |
| 03:45 PM | 64 | 36 | 25 | 5 | 3 | 53 | 51 | 4 | 10 | 26 | 11 | 0 | 18 | 63 | 15 | 2 |
| 04:00 PM | 56 | 37 | 25 | 0 | 5 | 70 | 53 | 9 | 16 | 37 | 11 | 3 | 15 | 70 | 18 | 2 |
| 04:15 PM | 53 | 32 | 14 | 4 | 2 | 66 | 39 | 13 | 9 | 22 | 6 | 7 | 14 | 65 | 13 | 2 |
| 04:30 PM | 64 | 16 | 13 | 8 | 10 | 58 | 56 | 6 | 10 | 24 | 4 | 7 | 13 | 69 | 13 | 0 |
| 04:45 PM | 47 | 28 | 22 | 1 | 3 | 52 | 35 | 5 | 5 | 20 | 5 | 0 | 11 | 45 | 7 | 6 |
| 05:00 PM | 52 | 34 | 23 | 0 | 5 | 54 | 47 | 0 | 7 | 31 | 6 | 1 | 18 | 67 | 12 | 3 |
| 05:15 PM | 72 | 25 | 19 | 1 | 7 | 78 | 47 | 0 | 11 | 17 | 4 | 1 | 26 | 67 | 8 | 1 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 04:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 2 | 0 | 0 | | 0 | 1 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| 04:00 PM | 1 | 0 | 0 | | 0 | 1 | 3 | | 2 | 0 | 0 | | 0 | 1 | 0 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 3 | 3 | | 0 | 0 | 0 | | 1 | 0 | 0 | |
| 04:30 PM | 1 | 0 | 0 | | 0 | 2 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 3 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 49 | 35 | 23 | | 2 | 65 | 65 | | 6 | 22 | 10 | | 29 | 72 | 18 | |
| 03:45 PM | 65 | 36 | 25 | | 3 | 56 | 52 | | 10 | 26 | 11 | | 18 | 66 | 15 | |
| 04:00 PM | 57 | 37 | 26 | | 5 | 71 | 61 | | 18 | 37 | 11 | | 15 | 71 | 18 | |
| 04:15 PM | 54 | 32 | 14 | | 2 | 70 | 44 | | 9 | 22 | 6 | | 15 | 66 | 13 | |
| 04:30 PM | 66 | 16 | 13 | | 10 | 61 | 61 | | 10 | 24 | 4 | | 13 | 69 | 13 | |
| 04:45 PM | 47 | 28 | 22 | | 3 | 54 | 36 | | 5 | 21 | 5 | | 11 | 45 | 8 | |
| 05:00 PM | 52 | 34 | 23 | | 5 | 54 | 47 | | 7 | 32 | 6 | | 18 | 68 | 12 | |
| 05:15 PM | 72 | 25 | 19 | | 7 | 79 | 50 | | 11 | 17 | 4 | | 26 | 68 | 10 | |
| Peak (3:30-4:30) | 225 | 140 | 88 | | 12 | 262 | 222 | | 43 | 107 | 38 | | 77 | 275 | 64 | |
| % Truck | 2.22% | 0.00% | 1.14% | | 0.00% | 4.20% | 8.11% | | 4.65% | 0.00% | 0.00% | | 1.30% | 2.18% | 0.00% | |
| PHF | 0.87 | 0.95 | 0.85 | | 0.60 | 0.92 | 0.85 | | 0.60 | 0.72 | 0.86 | | 0.66 | 0.95 | 0.89 | |

PM Turning Movement Count August 2008

Raw Data for US 421/SR 56 (Main St) intersection with Walnut St

| Start Time | Walnut Southbound | | | | US 421 (Main) Westbound | | | | Walnut Northbound | | | | US 421 (Main) Eastbound | | | | |
|----------------------------|-------------------|------|------|-------------|-------------------------|------|------|-------------|-------------------|------|------|-------------|-------------------------|------|------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 11 | 5 | 7 | 0 | 0 | 100 | 10 | 0 | 0 | 3 | 14 | 3 | 0 | 3 | 97 | 5 | 0 |
| 03:45 PM | 8 | 3 | 4 | 0 | 1 | 116 | 7 | 0 | 0 | 3 | 3 | 2 | 0 | 7 | 124 | 4 | 1 |
| 04:00 PM | 13 | 3 | 7 | 0 | 1 | 141 | 10 | 0 | 0 | 6 | 8 | 4 | 0 | 9 | 127 | 2 | 0 |
| 04:15 PM | 10 | 7 | 10 | 0 | 3 | 121 | 3 | 0 | 0 | 3 | 12 | 0 | 0 | 2 | 118 | 3 | 0 |
| 04:30 PM | 6 | 4 | 4 | 0 | 0 | 105 | 6 | 0 | 0 | 4 | 4 | 2 | 0 | 1 | 137 | 4 | 0 |
| 04:45 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | | |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | | |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 1 | | 0 | 9 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | |
| 04:45 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:15 PM | | | | | | | | | | | | | | | | | |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 11 | 5 | 8 | | 0 | 111 | 10 | | 0 | 3 | 14 | 3 | | 3 | 103 | 5 | |
| 03:45 PM | 8 | 3 | 4 | | 1 | 121 | 7 | | 0 | 3 | 3 | 2 | | 7 | 128 | 4 | |
| 04:00 PM | 13 | 3 | 7 | | 1 | 144 | 10 | | 0 | 6 | 9 | 4 | | 9 | 130 | 2 | |
| 04:15 PM | 10 | 7 | 10 | | 3 | 127 | 3 | | 0 | 3 | 12 | 0 | | 2 | 121 | 3 | |
| 04:30 PM | 6 | 4 | 4 | | 0 | 110 | 6 | | 0 | 4 | 4 | 2 | | 1 | 138 | 4 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Peak (3:30-4:30) | 42 | 18 | 29 | | 5 | 503 | 30 | | 0 | 15 | 38 | 9 | | 21 | 482 | 14 | |
| % Truck | 0.0% | 0.0% | 3.4% | | 0.0% | 5.0% | 0.0% | | 0.0% | 2.6% | 0.0% | 0.0% | | 0.0% | 3.3% | 0.0% | |
| PHF | 0.81 | 0.64 | 0.73 | | 0.42 | 0.87 | 0.75 | | 0.63 | 0.68 | 0.56 | | 0.58 | 0.93 | 0.70 | | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Baltimore St) intersection with SR 56 (Main St)

| Start Time | Baltimore Southbound | | | | SR 56 (Main) Westbound | | | | US 421 (Baltimore) Northbound | | | | US 421 (Main) Eastbound | | | | |
|----------------------------|----------------------|-------|-------|-------|------------------------|-------|-------|-------|-------------------------------|-------------|-------|-------|-------------------------|-------------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 74 | 0 | 1 | 0 | 0 | 32 | 77 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 87 | 0 | 1 | 0 | 0 | 40 | 76 | 0 |
| 04:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 32 | 0 | 0 | 90 | 0 | 0 | 0 | 2 | 52 | 86 | 0 |
| 04:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 23 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 36 | 80 | 0 |
| 04:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 24 | 0 | 2 | 68 | 0 | 0 | 0 | 3 | 46 | 93 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 44 | 72 | 0 |
| 05:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 26 | 0 | 0 | 65 | 1 | 0 | 0 | 2 | 39 | 85 | 1 |
| 05:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 30 | 80 | 0 |
| Light Truck/Bicycle | | | | | Bike | | | | | Bike | | | | Bike | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 2 | 0 | | | 2 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 1 | 0 | | | 1 | 0 | 0 | | 0 | 0 | 1 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | | 2 | 0 | 0 | | 0 | 0 | 5 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | | 1 | 0 | 0 | | 0 | 0 | 1 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 4 | 0 | | | 3 | 0 | 0 | | 0 | 1 | 3 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 1 | 0 | | | 3 | 0 | 0 | | 0 | 0 | 1 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | | 4 | 0 | 0 | | 0 | 1 | 1 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | | 2 | 0 | 0 | | 0 | 0 | 3 | |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 25 | 0 | | | 79 | 0 | 1 | | 0 | 33 | 79 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 37 | 0 | | | 89 | 0 | 1 | | 0 | 40 | 78 | |
| 04:00 PM | 0 | 0 | 1 | | 1 | 32 | 0 | | | 95 | 0 | 0 | | 2 | 52 | 93 | |
| 04:15 PM | 0 | 0 | 1 | | 0 | 24 | 0 | | | 74 | 0 | 0 | | 0 | 37 | 81 | |
| 04:30 PM | 0 | 0 | 3 | | 0 | 28 | 0 | | | 71 | 0 | 0 | | 3 | 48 | 98 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 31 | 0 | | | 68 | 0 | 0 | | 0 | 44 | 74 | |
| 05:00 PM | 0 | 0 | 1 | | 0 | 27 | 0 | | | 71 | 1 | 0 | | 2 | 40 | 87 | |
| 05:15 PM | 0 | 0 | 1 | | 0 | 21 | 0 | | | 68 | 0 | 0 | | 0 | 30 | 85 | |
| Peak (3:30-4:30) | 0 | 0 | 2 | | 1 | 118 | 0 | | | 337 | 0 | 2 | | 2 | 162 | 331 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 3.39% | 0.00% | | | 4.15% | 0.00% | 0.00% | | 0.00% | 1.23% | 3.63% | |
| PHF | 0.00 | 0.00 | 0.50 | | 0.25 | 0.80 | 0.00 | | | 0.89 | 0.00 | 0.50 | | 0.25 | 0.78 | 0.89 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Baltimore St) intersection with US 421 (2nd St)

| Start Time | BALTIMORE Southbound | | | | 2ND ST Westbound | | | | BALTIMORE Northbound | | | | 2ND ST Eastbound | | | |
|----------------------------|----------------------|-------|-------|-------------|------------------|-------|-------|-------------|----------------------|-------|-------|-------------|------------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 84 | 0 | 1 | 0 | 0 | 15 | 72 | 0 | 4 | 5 | 0 | 0 | 2 | 24 | 1 | 0 |
| 03:45 PM | 85 | 0 | 0 | 0 | 1 | 28 | 78 | 0 | 6 | 6 | 0 | 0 | 0 | 41 | 0 | 0 |
| 04:00 PM | 61 | 1 | 1 | 0 | 0 | 22 | 72 | 0 | 5 | 8 | 3 | 0 | 2 | 33 | 1 | 1 |
| 04:15 PM | 76 | 1 | 0 | 0 | 0 | 26 | 62 | 3 | 6 | 4 | 0 | 0 | 0 | 22 | 0 | 0 |
| 04:30 PM | 64 | 1 | 1 | 0 | 0 | 24 | 62 | 0 | 5 | 10 | 1 | 0 | 0 | 30 | 1 | 1 |
| 04:45 PM | 96 | 3 | 0 | 2 | 0 | 21 | 50 | 4 | 1 | 4 | 1 | 0 | 0 | 33 | 1 | 0 |
| 05:00 PM | 70 | 1 | 1 | 0 | 0 | 21 | 71 | 1 | 2 | 2 | 0 | 1 | 1 | 47 | 1 | 0 |
| 05:15 PM | 83 | 1 | 0 | 0 | 0 | 21 | 69 | 0 | 2 | 13 | 0 | 0 | 0 | 37 | 0 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 1 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 1 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 3 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 2 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 2 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 5 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 85 | 0 | 1 | | 0 | 15 | 74 | | 4 | 5 | 0 | | 2 | 24 | 1 | |
| 03:45 PM | 86 | 0 | 0 | | 1 | 28 | 80 | | 6 | 6 | 0 | | 0 | 41 | 0 | |
| 04:00 PM | 62 | 1 | 1 | | 0 | 22 | 75 | | 5 | 8 | 3 | | 2 | 33 | 1 | |
| 04:15 PM | 79 | 1 | 0 | | 0 | 26 | 64 | | 6 | 4 | 0 | | 0 | 22 | 0 | |
| 04:30 PM | 69 | 1 | 1 | | 0 | 24 | 64 | | 5 | 10 | 1 | | 0 | 30 | 1 | |
| 04:45 PM | 99 | 3 | 0 | | 0 | 21 | 52 | | 1 | 4 | 1 | | 0 | 34 | 1 | |
| 05:00 PM | 72 | 1 | 1 | | 0 | 21 | 72 | | 2 | 2 | 0 | | 1 | 48 | 1 | |
| 05:15 PM | 88 | 1 | 0 | | 0 | 21 | 69 | | 2 | 13 | 0 | | 0 | 37 | 0 | |
| Peak (3:30-4:30) | 312 | 2 | 2 | | 1 | 91 | 293 | | 21 | 23 | 3 | | 4 | 120 | 2 | |
| % Truck | 1.92% | 0.00% | 0.00% | | 0.00% | 0.00% | 3.07% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.91 | 0.50 | 0.50 | | 0.25 | 0.81 | 0.92 | | 0.88 | 0.72 | 0.25 | | 0.50 | 0.73 | 0.50 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Harrison St) intersection with US 421 (2nd)

| Start Time | Southbound | | | | 2nd Street Westbound | | | | US 421 (Harrison) Northbound | | | | US 421 (2nd) Eastbound | | | |
|----------------------------|------------|-------|-------|-------------|----------------------|-------|-------|-------------|------------------------------|-------|-------|-------------|------------------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 83 | 0 | 7 | 0 | 0 | 3 | 90 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 4 | 107 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 86 | 0 | 5 | 0 | 0 | 5 | 82 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 78 | 0 | 6 | 0 | 0 | 2 | 80 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 80 | 0 | 4 | 0 | 0 | 6 | 87 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 66 | 0 | 5 | 0 | 0 | 6 | 116 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 85 | 0 | 3 | 0 | 0 | 3 | 97 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 85 | 0 | 5 | 0 | 0 | 5 | 100 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 1 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 1 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 0 | 3 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 1 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 0 | 2 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 3 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 5 | 5 | 0 | | 85 | 0 | 7 | | 0 | 3 | 91 | |
| 03:45 PM | 0 | 0 | 0 | | 4 | 2 | 0 | | 94 | 0 | 6 | | 0 | 4 | 108 | |
| 04:00 PM | 0 | 0 | 0 | | 2 | 0 | 0 | | 87 | 0 | 5 | | 0 | 5 | 83 | |
| 04:15 PM | 0 | 0 | 0 | | 6 | 5 | 0 | | 80 | 0 | 6 | | 0 | 2 | 83 | |
| 04:30 PM | 0 | 0 | 0 | | 6 | 6 | 0 | | 81 | 0 | 4 | | 0 | 6 | 90 | |
| 04:45 PM | 0 | 0 | 0 | | 8 | 3 | 0 | | 68 | 0 | 5 | | 0 | 6 | 119 | |
| 05:00 PM | 0 | 0 | 0 | | 3 | 5 | 0 | | 85 | 0 | 3 | | 0 | 3 | 98 | |
| 05:15 PM | 0 | 0 | 0 | | 9 | 2 | 0 | | 85 | 0 | 5 | | 0 | 5 | 103 | |
| Peak (3:30-4:30) | 0 | 0 | 0 | | 17 | 12 | 0 | | 346 | 0 | 24 | | 0 | 14 | 365 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 1.45% | 0.00% | 0.00% | | 0.00% | 0.00% | 1.64% | |
| PHF | 0.00 | 0.00 | 0.00 | | 0.71 | 0.60 | 0.00 | | 0.92 | 0.00 | 0.86 | | 0.00 | 0.70 | 0.84 | |

PM Turning Movement Count August 2008

Raw Data for US 421 (Harrison St) intersection with Fillmore St

| Start Time | 421 Southbound | | | | FILLMORE Westbound | | | | 421 Northbound | | | | FILLMORE Eastbound | | | |
|----------------------------|----------------|-------|-------|------|--------------------|-------|-------|------|----------------|-------|-------|------|--------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:45 PM | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 95 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 1 | 0 |
| 04:15 PM | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 1 | 0 | 2 | 0 |
| 04:45 PM | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 113 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 113 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 1 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 105 | 0 | | 0 | 0 | 0 | | 0 | 98 | 0 | | 1 | 0 | 0 | |
| 03:45 PM | 0 | 123 | 0 | | 0 | 0 | 0 | | 0 | 124 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 96 | 0 | | 0 | 0 | 1 | | 0 | 119 | 0 | | 0 | 0 | 1 | |
| 04:15 PM | 0 | 90 | 0 | | 0 | 0 | 0 | | 0 | 105 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 103 | 0 | | 1 | 0 | 2 | |
| 04:45 PM | 0 | 121 | 0 | | 0 | 0 | 0 | | 0 | 89 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 115 | 0 | | 0 | 0 | 1 | | 0 | 91 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 118 | 0 | | 0 | 0 | 2 | | 0 | 111 | 0 | | 0 | 0 | 1 | |
| Peak (3:30-4:30) | 0 | 414 | 0 | | 0 | 0 | 1 | | 0 | 446 | 0 | | 1 | 0 | 1 | |
| % Truck | 0.00% | 0.97% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 1.35% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.00 | 0.84 | 0.00 | | 0.00 | 0.00 | 0.25 | | 0.00 | 0.90 | 0.00 | | 0.25 | 0.00 | 0.25 | |

PM Turning Movement Count August 2008

Raw Data for SR 56 intersection with 2nd St

| Start Time | SR 56 Southbound | | | | 2ND ST Westbound | | | | SR 56 Northbound | | | | 2ND ST Eastbound | | | |
|----------------------------|---------------------|-------|-------|------|---------------------|-------|-------|------|---------------------|-------|-------|------|---------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 0 | 0 | 3 | 0 | 5 | 0 |
| 03:45 PM | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 0 | 0 | 3 | 0 | 5 | 0 |
| 04:00 PM | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 32 | 0 | 0 | 4 | 0 | 8 | 0 |
| 04:15 PM | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 0 | 2 | 0 | 9 | 0 |
| 04:30 PM | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 25 | 0 | 0 | 3 | 0 | 11 | 0 |
| 04:45 PM | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 0 | 0 | 14 | 0 |
| 05:00 PM | 0 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 0 | 0 | 6 | 0 | 6 | 0 |
| 05:15 PM | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 0 | 1 | 0 | 10 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 05:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 38 | 1 | | 0 | 0 | 0 | | 4 | 40 | 0 | | 3 | 0 | 5 | |
| 03:45 PM | 0 | 27 | 2 | | 0 | 0 | 0 | | 6 | 27 | 0 | | 3 | 0 | 5 | |
| 04:00 PM | 0 | 29 | 1 | | 0 | 0 | 0 | | 8 | 33 | 0 | | 4 | 0 | 8 | |
| 04:15 PM | 0 | 37 | 1 | | 0 | 0 | 0 | | 6 | 26 | 0 | | 2 | 0 | 9 | |
| 04:30 PM | 0 | 38 | 2 | | 0 | 0 | 0 | | 14 | 27 | 0 | | 3 | 0 | 11 | |
| 04:45 PM | 0 | 33 | 0 | | 0 | 0 | 0 | | 3 | 22 | 0 | | 0 | 0 | 15 | |
| 05:00 PM | 0 | 42 | 1 | | 0 | 0 | 0 | | 8 | 18 | 0 | | 6 | 0 | 6 | |
| 05:15 PM | 0 | 48 | 0 | | 0 | 0 | 0 | | 6 | 24 | 0 | | 1 | 0 | 10 | |
| Peak (3:30-4:30) | 0 | 131 | 5 | | 0 | 0 | 0 | | 24 | 126 | 0 | | 12 | 0 | 27 | |
| % Truck | 0.00% | 3.05% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 7.14% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.00 | 0.86 | 0.63 | | 0.00 | 0.00 | 0.00 | | 0.75 | 0.79 | 0.00 | | 0.75 | 0.00 | 0.75 | |

PM Turning Movement Count August 2008

Raw Data for SR 56 intersection with Ferry St

| Start Time | FERRY Southbound | | | | SR 56 Westbound | | | | FERRY Northbound | | | | SR 56 Eastbound | | | |
|----------------------------|------------------|-------|-------|-------------|-----------------|-------|-------|-------------|------------------|-------|--------|-------------|-----------------|-------|-------|-------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 33 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 35 | 1 | 0 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 33 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 39 | 3 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 34 | 6 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 38 | 7 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 52 | 4 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 32 | 10 | 0 |
| 05:00 PM | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 43 | 6 | 0 |
| 05:15 PM | 0 | 0 | 1 | 0 | 3 | 21 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 50 | 8 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 1 | 36 | 0 | | 7 | 0 | 0 | | 0 | 39 | 1 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 33 | 0 | | 5 | 0 | 1 | | 0 | 39 | 3 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 36 | 0 | | 2 | 0 | 1 | | 0 | 34 | 6 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 35 | 0 | | 3 | 0 | 2 | | 0 | 38 | 7 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 26 | 0 | | 6 | 1 | 0 | | 0 | 52 | 4 | |
| 04:45 PM | 0 | 0 | 1 | | 0 | 19 | 0 | | 2 | 0 | 2 | | 1 | 35 | 11 | |
| 05:00 PM | 0 | 0 | 1 | | 0 | 20 | 0 | | 6 | 0 | 1 | | 0 | 44 | 6 | |
| 05:15 PM | 0 | 0 | 1 | | 3 | 22 | 0 | | 4 | 0 | 0 | | 1 | 50 | 8 | |
| Peak (3:30-4:30) | 0 | 0 | 0 | | 1 | 140 | 0 | | 17 | 0 | 4 | | 0 | 150 | 17 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 5.00% | 0.00% | | 0.00% | 0.00% | 25.00% | | 0.00% | 2.67% | 0.00% | |
| PHF | 0.00 | 0.00 | 0.00 | | 0.25 | 0.97 | 0.00 | | 0.61 | 0.00 | 0.50 | | 0.00 | 0.96 | 0.61 | |

PM Turning Movement Count August 2008

Raw Data for Vaughn Dr intersection with Ferry St

| Start Time | FERRY ST Southbound | | | | VAUGHN DR Westbound | | | | FERRY ST Northbound | | | | VAUGHN DR Eastbound | | | | |
|----------------------------|------------------------|-------|-------|-------|------------------------|-------|-------|-------|------------------------|-------------|-------|-------|------------------------|-------------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 |
| 03:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 0 |
| 04:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 |
| 04:15 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 04:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 |
| 05:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 |
| 05:15 PM | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 |
| Light Truck/Bicycle | | | | | Bike | | | | | Bike | | | | Bike | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 1 | | | 0 | 5 | 0 | | | 0 | 0 | 0 | | 4 | 5 | 0 |
| 03:45 PM | 0 | 0 | 3 | | | 0 | 5 | 0 | | | 0 | 0 | 0 | | 4 | 11 | 0 |
| 04:00 PM | 0 | 0 | 2 | | | 0 | 4 | 2 | | | 0 | 0 | 0 | | 4 | 9 | 0 |
| 04:15 PM | 0 | 0 | 3 | | | 0 | 4 | 1 | | | 0 | 0 | 0 | | 3 | 2 | 0 |
| 04:30 PM | 0 | 0 | 3 | | | 0 | 3 | 1 | | | 0 | 0 | 0 | | 1 | 7 | 0 |
| 04:45 PM | 0 | 0 | 1 | | | 0 | 3 | 0 | | | 0 | 0 | 0 | | 6 | 7 | 0 |
| 05:00 PM | 0 | 0 | 4 | | | 0 | 4 | 1 | | | 0 | 0 | 0 | | 6 | 4 | 0 |
| 05:15 PM | 2 | 0 | 2 | | | 0 | 3 | 0 | | | 0 | 0 | 0 | | 6 | 7 | 0 |
| Peak (3:30-4:30) | 0 | 0 | 9 | | | 0 | 18 | 3 | | | 0 | 0 | 0 | | 15 | 27 | 0 |
| % Truck | 0.00% | 0.00% | 0.00% | | | 0.00% | 5.56% | 0.00% | | | 0.00% | 0.00% | 0.00% | | 6.67% | 0.00% | 0.00% |
| PHF | 0.00 | 0.00 | 0.75 | | | 0.00 | 0.90 | 0.38 | | | 0.00 | 0.00 | 0.00 | | 0.94 | 0.61 | 0.00 |

PM Turning Movement Count August 2008

Raw Data for US 421 intersection with Coopers Bottom Road

| Start Time | US 421 (Bridge) Southbound | | | | US 421 Westbound | | | | Northbound | | | | Coopers Bottom Road Eastbound | | | | |
|----------------------------|-------------------------------|-------|-------|-------|---------------------|--------|-------|-------|-------------|-------|-------|-------|----------------------------------|--------|-------|-------|-------------|
| | Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 90 | 0 | 13 | 0 | 0 | 6 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 0 |
| 03:45 PM | 101 | 0 | 21 | 0 | 0 | 1 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 0 | 0 |
| 04:00 PM | 89 | 0 | 12 | 0 | 0 | 3 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 0 |
| 04:15 PM | 76 | 0 | 13 | 0 | 0 | 5 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 0 |
| 04:30 PM | 89 | 0 | 16 | 0 | 0 | 5 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 |
| 04:45 PM | 94 | 0 | 14 | 0 | 0 | 2 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 0 | 0 |
| 05:00 PM | 96 | 0 | 21 | 0 | 0 | 4 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 |
| 05:15 PM | 95 | 0 | 19 | 0 | 0 | 4 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 0 | 0 |
| Light Truck/Bicycle | | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 03:45 PM | 1 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 04:00 PM | 1 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 1 | 0 | | |
| 04:15 PM | 2 | 0 | 0 | | 0 | 0 | 3 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 04:30 PM | 2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 04:45 PM | 2 | 0 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 05:00 PM | 1 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| 05:15 PM | 2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Total | | | | | | | | | | | | | | | | | |
| 03:30 PM | 90 | 0 | 13 | | 0 | 7 | 94 | | 0 | 0 | 0 | | 14 | 7 | 0 | | |
| 03:45 PM | 103 | 0 | 21 | | 0 | 3 | 90 | | 0 | 0 | 0 | | 16 | 12 | 0 | | |
| 04:00 PM | 90 | 0 | 12 | | 0 | 3 | 97 | | 0 | 0 | 0 | | 11 | 9 | 0 | | |
| 04:15 PM | 78 | 0 | 13 | | 0 | 5 | 94 | | 0 | 0 | 0 | | 15 | 10 | 0 | | |
| 04:30 PM | 92 | 0 | 16 | | 0 | 5 | 79 | | 0 | 0 | 0 | | 9 | 6 | 0 | | |
| 04:45 PM | 96 | 0 | 14 | | 0 | 2 | 73 | | 0 | 0 | 0 | | 10 | 13 | 0 | | |
| 05:00 PM | 97 | 0 | 21 | | 0 | 4 | 70 | | 0 | 0 | 0 | | 15 | 4 | 0 | | |
| 05:15 PM | 98 | 0 | 19 | | 0 | 4 | 89 | | 0 | 0 | 0 | | 10 | 8 | 0 | | |
| Peak (3:30-4:30) | 361 | 0 | 59 | | 0 | 18 | 375 | | 0 | 0 | 0 | | 56 | 38 | 0 | | |
| % Truck | 1.39% | 0.00% | 0.00% | | 0.00% | 16.67% | 1.60% | | 0.00% | 0.00% | 0.00% | | 0.00% | 13.16% | 0.00% | | |
| PHF | 0.88 | 0.00 | 0.70 | | 0.00 | 0.64 | 0.97 | | 0.00 | 0.00 | 0.00 | | 0.88 | 0.79 | 0.00 | | |

PM Turning Movement Count August 2008

Raw Data for US 421 intersection with KY 36

| Start Time | KY 36 | | | | Westbound | | | | US 421 Northbound | | | | US 421 Eastbound | | | |
|----------------------------|------------|-------|-------|------|-----------|-------|-------|------|-------------------|-------|-------|------|------------------|-------|-------|------|
| | Southbound | | | | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 0 | 9 | 47 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 0 | 0 | 34 | 0 | 41 | 0 |
| 03:45 PM | 0 | 11 | 45 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 27 | 0 | 53 | 0 |
| 04:00 PM | 0 | 12 | 44 | 0 | 0 | 0 | 0 | 0 | 40 | 9 | 0 | 0 | 27 | 0 | 49 | 0 |
| 04:15 PM | 0 | 9 | 39 | 0 | 0 | 0 | 0 | 0 | 46 | 5 | 0 | 0 | 21 | 0 | 46 | 0 |
| 04:30 PM | 0 | 7 | 40 | 0 | 0 | 0 | 0 | 0 | 38 | 10 | 0 | 0 | 32 | 0 | 44 | 0 |
| 04:45 PM | 0 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 40 | 8 | 0 | 0 | 37 | 0 | 48 | 0 |
| 05:00 PM | 0 | 10 | 29 | 0 | 0 | 0 | 0 | 0 | 31 | 7 | 0 | 0 | 41 | 0 | 43 | 0 |
| 05:15 PM | 0 | 8 | 46 | 0 | 0 | 0 | 0 | 0 | 45 | 5 | 0 | 0 | 36 | 0 | 54 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 04:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | |
| 04:00 PM | 0 | 0 | 1 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | |
| 04:15 PM | 0 | 1 | 2 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 2 | 0 | 0 | |
| 04:30 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 2 | |
| 04:45 PM | 0 | 1 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | | 2 | 0 | 0 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 | 0 | 0 | |
| Total | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 9 | 49 | | 0 | 0 | 0 | | 40 | 8 | 0 | | 34 | 0 | 41 | |
| 03:45 PM | 0 | 11 | 47 | | 0 | 0 | 0 | | 36 | 5 | 0 | | 29 | 0 | 54 | |
| 04:00 PM | 0 | 12 | 45 | | 0 | 0 | 0 | | 40 | 9 | 0 | | 30 | 0 | 50 | |
| 04:15 PM | 0 | 10 | 41 | | 0 | 0 | 0 | | 47 | 5 | 0 | | 23 | 0 | 46 | |
| 04:30 PM | 0 | 9 | 40 | | 0 | 0 | 0 | | 38 | 10 | 0 | | 32 | 0 | 47 | |
| 04:45 PM | 0 | 9 | 32 | | 0 | 0 | 0 | | 41 | 8 | 0 | | 39 | 0 | 48 | |
| 05:00 PM | 0 | 10 | 29 | | 0 | 0 | 0 | | 31 | 7 | 0 | | 42 | 0 | 43 | |
| 05:15 PM | 0 | 8 | 46 | | 0 | 0 | 0 | | 45 | 5 | 0 | | 38 | 0 | 55 | |
| Peak (3:30-4:30) | 0 | 42 | 182 | | 0 | 0 | 0 | | 163 | 27 | 0 | | 116 | 0 | 191 | |
| % Truck | 0.00% | 2.38% | 3.85% | | 0.00% | 0.00% | 0.00% | | 1.23% | 7.41% | 0.00% | | 6.03% | 0.00% | 1.05% | |
| PHF | 0.00 | 0.88 | 0.93 | | 0.00 | 0.00 | 0.00 | | 0.87 | 0.75 | 0.00 | | 0.85 | 0.00 | 0.88 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Jefferson St) intersection with Walnut St

| Start Time | US 421 Southbound | | | | WALNUT Westbound | | | | US 421 Northbound | | | | Eastbound | | | |
|--|-------------------|--------|-------|------|------------------|-------|-------|------|-------------------|-------|-------|------|-----------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 4 | 81 | 0 | 0 | 2 | 0 | 16 | 0 | 0 | 103 | 1 | 0 | 0 | 0 | 0 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 03:30 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | |
| Total Projected based on Aulenbach Ave distribution | | | | | | | | | | | | | | | | |
| 03:30 PM | 4 | 90 | 0 | | 2 | 0 | 16 | | 0 | 114 | 1 | | 0 | 0 | 0 | |
| 03:45 PM | 4 | 81 | 0 | | 2 | 0 | 14 | | 0 | 103 | 1 | | 0 | 0 | 0 | |
| 04:00 PM | 4 | 84 | 0 | | 2 | 0 | 15 | | 0 | 106 | 1 | | 0 | 0 | 0 | |
| 04:15 PM | 3 | 76 | 0 | | 2 | 0 | 13 | | 0 | 96 | 1 | | 0 | 0 | 0 | |
| 04:30 PM | 3 | 78 | 0 | | 2 | 0 | 14 | | 0 | 99 | 1 | | 0 | 0 | 0 | |
| 04:45 PM | 3 | 67 | 0 | | 1 | 0 | 12 | | 0 | 85 | 1 | | 0 | 0 | 0 | |
| 05:00 PM | 4 | 81 | 0 | | 2 | 0 | 14 | | 0 | 103 | 1 | | 0 | 0 | 0 | |
| 05:15 PM | 3 | 69 | 0 | | 2 | 0 | 12 | | 0 | 87 | 1 | | 0 | 0 | 0 | |
| Peak (3:30-4:30) | 15 | 331 | 0 | | 8 | 0 | 58 | | 0 | 419 | 4 | | 0 | 0 | 0 | |
| % Truck | 0.00% | 10.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 9.65% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.94 | 0.92 | 0.00 | | 1.00 | 0.00 | 0.91 | | 0.00 | 0.92 | 1.00 | | 0.00 | 0.00 | 0.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Jefferson St) intersection with 5th St

| Start Time | US 421 Southbound | | | | 5TH Westbound | | | | US 421 Northbound | | | | Eastbound | | | |
|--|-------------------|-------|-------|------|---------------|-------|-------|------|-------------------|-------|-------|------|-----------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 113 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 2 | 108 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 110 | 2 | 0 | 0 | 0 | 0 | 0 |
| Light Truck/Bicycle | | | | | | | | | | | | | | | | |
| | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| Total Projected based on Aulenbach Ave distribution | | | | | | | | | | | | | | | | |
| 03:30 PM | 5 | 125 | 0 | | 2 | 0 | 4 | | 0 | 142 | 0 | | 0 | 0 | 0 | |
| 03:45 PM | 5 | 113 | 0 | | 2 | 0 | 4 | | 0 | 128 | 0 | | 0 | 0 | 0 | |
| 04:00 PM | 5 | 116 | 0 | | 2 | 0 | 4 | | 0 | 132 | 0 | | 0 | 0 | 0 | |
| 04:15 PM | 2 | 108 | 0 | | 1 | 0 | 3 | | 0 | 116 | 2 | | 0 | 0 | 0 | |
| 04:30 PM | 5 | 108 | 0 | | 2 | 0 | 4 | | 0 | 123 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 4 | 93 | 0 | | 2 | 0 | 3 | | 0 | 106 | 0 | | 0 | 0 | 0 | |
| 05:00 PM | 5 | 113 | 0 | | 2 | 0 | 4 | | 0 | 128 | 0 | | 0 | 0 | 0 | |
| 05:15 PM | 4 | 95 | 0 | | 2 | 0 | 3 | | 0 | 108 | 0 | | 0 | 0 | 0 | |
| Peak (3:30-4:30) | 17 | 462 | 0 | | 7 | 0 | 15 | | 0 | 518 | 2 | | 0 | 0 | 0 | |
| % Truck | 0.00% | 1.34% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 3.63% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.85 | 0.92 | 0.00 | | 0.88 | 0.00 | 0.94 | | 0.00 | 0.91 | 0.25 | | 0.00 | 0.00 | 0.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Jefferson St) intersection with 4th St

| Start Time | US 421 Southbound | | | | 4TH Westbound | | | | US 421 Northbound | | | | 4TH Eastbound | | | |
|---|-------------------|-------|-------|------|---------------|-------|-------|------|-------------------|-------|-------|------|---------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 04:30 PM | 4 | 84 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 102 | 1 | 0 | 2 | 0 | 1 | 0 |
| 04:45 PM | 8 | 90 | 3 | 0 | 1 | 0 | 6 | 0 | 1 | 104 | 0 | 0 | 0 | 1 | 4 | 0 |
| Light Truck/Bicycle | | | | | | | | | | | | | | | | |
| | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 4 | 0 | | 0 | 0 | 0 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Jefferson-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 4 | 92 | 0 | | 0 | 0 | 8 | | 3 | 118 | 1 | | 2 | 0 | 1 | |
| 03:45 PM | 4 | 89 | 0 | | 0 | 0 | 7 | | 3 | 114 | 1 | | 2 | 0 | 1 | |
| 04:00 PM | 5 | 100 | 0 | | 0 | 0 | 8 | | 4 | 127 | 1 | | 2 | 0 | 1 | |
| 04:15 PM | 4 | 81 | 0 | | 0 | 0 | 7 | | 3 | 103 | 1 | | 2 | 0 | 1 | |
| 04:30 PM | 4 | 84 | 0 | | 0 | 0 | 7 | | 3 | 107 | 1 | | 2 | 0 | 1 | |
| 04:45 PM | 8 | 94 | 4 | | 1 | 0 | 6 | | 1 | 108 | 0 | | 0 | 1 | 4 | |
| 05:00 PM | 4 | 84 | 0 | | 0 | 0 | 7 | | 3 | 106 | 1 | | 2 | 0 | 1 | |
| 05:15 PM | 4 | 91 | 0 | | 0 | 0 | 8 | | 3 | 115 | 1 | | 2 | 0 | 1 | |
| Peak (3:30-4:30) | 17 | 362 | 0 | | 0 | 0 | 30 | | 13 | 462 | 4 | | 8 | 0 | 4 | |
| % Truck | 0.00% | 2.25% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 4.19% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.85 | 0.91 | 0.00 | | 0.00 | 0.00 | 0.94 | | 0.81 | 0.91 | 1.00 | | 1.00 | 0.00 | 1.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for Jefferson St intersection with 2nd St

| Start Time | JEFFERSON Southbound | | | | 2ND Westbound | | | | JEFFERSON Northbound | | | | 2ND Eastbound | | | |
|---|----------------------|-------|-------|------|---------------|-------|-------|------|----------------------|-------|-------|------|---------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 04:00 PM | 11 | 21 | 21 | 6 | 1 | 37 | 20 | 1 | 9 | 19 | 8 | 1 | 5 | 16 | 2 | 8 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 04:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Jefferson-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 11 | 19 | 19 | | 1 | 34 | 19 | | 8 | 18 | 7 | | 5 | 15 | 2 | |
| 03:45 PM | 11 | 19 | 19 | | 1 | 33 | 18 | | 8 | 17 | 7 | | 4 | 14 | 2 | |
| 04:00 PM | 12 | 21 | 21 | | 1 | 37 | 20 | | 9 | 19 | 8 | | 5 | 16 | 2 | |
| 04:15 PM | 10 | 17 | 17 | | 1 | 30 | 16 | | 7 | 15 | 7 | | 4 | 13 | 2 | |
| 04:30 PM | 10 | 18 | 18 | | 1 | 31 | 17 | | 8 | 16 | 7 | | 4 | 13 | 2 | |
| 04:45 PM | 8 | 14 | 14 | | 1 | 25 | 13 | | 6 | 13 | 5 | | 3 | 11 | 1 | |
| 05:00 PM | 10 | 18 | 18 | | 1 | 31 | 17 | | 8 | 16 | 7 | | 4 | 13 | 2 | |
| 05:15 PM | 11 | 19 | 19 | | 1 | 34 | 18 | | 8 | 17 | 7 | | 5 | 15 | 2 | |
| Peak (3:30-4:30) | 44 | 76 | 76 | | 4 | 134 | 73 | | 32 | 69 | 29 | | 18 | 58 | 8 | |
| % Truck | 8.33% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.92 | 0.90 | 0.90 | | 1.00 | 0.91 | 0.91 | | 0.89 | 0.91 | 0.91 | | 0.90 | 0.91 | 1.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for Jefferson St intersection with 1st St

| Start Time | JEFFERSON Southbound | | | | 1ST Westbound | | | | JEFFERSON Northbound | | | | 1ST Eastbound | | | |
|---|----------------------|-------|-------|------|---------------|-------|-------|------|----------------------|-------|-------|------|---------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:45 PM | 5 | 16 | 4 | 0 | 0 | 4 | 3 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 7 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Jefferson-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 5 | 17 | 4 | | 0 | 4 | 3 | | 1 | 9 | 0 | | 0 | 1 | 7 | |
| 03:45 PM | 5 | 16 | 4 | | 0 | 4 | 3 | | 1 | 9 | 0 | | 0 | 1 | 7 | |
| 04:00 PM | 6 | 18 | 4 | | 0 | 4 | 3 | | 1 | 10 | 0 | | 0 | 1 | 8 | |
| 04:15 PM | 5 | 14 | 4 | | 0 | 4 | 3 | | 1 | 8 | 0 | | 0 | 1 | 6 | |
| 04:30 PM | 5 | 15 | 4 | | 0 | 4 | 3 | | 1 | 8 | 0 | | 0 | 1 | 7 | |
| 04:45 PM | 4 | 12 | 3 | | 0 | 3 | 2 | | 1 | 7 | 0 | | 0 | 1 | 5 | |
| 05:00 PM | 5 | 15 | 4 | | 0 | 4 | 3 | | 1 | 8 | 0 | | 0 | 1 | 7 | |
| 05:15 PM | 5 | 16 | 4 | | 0 | 4 | 3 | | 1 | 9 | 0 | | 0 | 1 | 7 | |
| Peak (3:30-4:30) | 21 | 65 | 16 | | 0 | 16 | 12 | | 4 | 36 | 0 | | 0 | 4 | 28 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.88 | 0.90 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.90 | 0.00 | | 0.00 | 1.00 | 0.88 | |

PM Turning Movement Spot Count August 2008

Raw Data for Jefferson St intersection with Vaughn Dr

| Start Time | JEFFERSON Southbound | | | | VAUGHN Westbound | | | | JEFFERSON Northbound | | | | VAUGHN Eastbound | | | |
|---|----------------------|-------|-------|------|------------------|-------|-------|------|----------------------|-------|-------|------|------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 7 | 0 | 7 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 03:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Jefferson-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 9 | 0 | 7 | | 0 | 9 | 9 | | 0 | 0 | 0 | | 4 | 7 | 0 | |
| 03:45 PM | 9 | 0 | 7 | | 0 | 9 | 9 | | 0 | 0 | 0 | | 4 | 7 | 0 | |
| 04:00 PM | 10 | 0 | 8 | | 0 | 10 | 10 | | 0 | 0 | 0 | | 4 | 8 | 0 | |
| 04:15 PM | 8 | 0 | 6 | | 0 | 8 | 8 | | 0 | 0 | 0 | | 4 | 6 | 0 | |
| 04:30 PM | 8 | 0 | 6 | | 0 | 8 | 8 | | 0 | 0 | 0 | | 4 | 6 | 0 | |
| 04:45 PM | 6 | 0 | 5 | | 0 | 6 | 6 | | 0 | 0 | 0 | | 3 | 5 | 0 | |
| 05:00 PM | 8 | 0 | 6 | | 0 | 8 | 8 | | 0 | 0 | 0 | | 4 | 6 | 0 | |
| 05:15 PM | 9 | 0 | 7 | | 0 | 9 | 9 | | 0 | 0 | 0 | | 4 | 7 | 0 | |
| Peak (3:30-4:30) | 36 | 0 | 28 | | 0 | 36 | 36 | | 0 | 0 | 0 | | 16 | 28 | 0 | |
| % Truck | 22.22% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.90 | 0.00 | 0.88 | | 0.00 | 0.90 | 0.90 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.88 | 0.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Main St) intersection with East St

| Start Time | EAST Southbound | | | | US 421 Westbound | | | | EAST Northbound | | | | US 421 Eastbound | | | |
|---|-----------------|-------|-------|------|------------------|-------|-------|------|-----------------|-------|-------|------|------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 03:30 PM | 3 | 1 | 3 | 0 | 0 | 84 | 6 | 0 | 3 | 1 | 1 | 0 | 5 | 117 | 3 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 3 | 0 | |
| Total Projected based on distribution at Jefferson-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 3 | 1 | 3 | | 1 | 92 | 6 | | 3 | 1 | 1 | | 5 | 125 | 3 | |
| 03:45 PM | 3 | 1 | 3 | | 1 | 89 | 6 | | 3 | 1 | 1 | | 5 | 121 | 3 | |
| 04:00 PM | 3 | 1 | 3 | | 1 | 99 | 6 | | 3 | 1 | 1 | | 5 | 135 | 3 | |
| 04:15 PM | 3 | 1 | 3 | | 1 | 81 | 5 | | 3 | 1 | 1 | | 4 | 110 | 3 | |
| 04:30 PM | 3 | 1 | 3 | | 1 | 84 | 5 | | 3 | 1 | 1 | | 5 | 114 | 3 | |
| 04:45 PM | 2 | 1 | 2 | | 1 | 66 | 4 | | 2 | 1 | 1 | | 4 | 90 | 2 | |
| 05:00 PM | 3 | 1 | 3 | | 1 | 83 | 5 | | 3 | 1 | 1 | | 5 | 113 | 3 | |
| 05:15 PM | 3 | 1 | 3 | | 1 | 90 | 6 | | 3 | 1 | 1 | | 5 | 122 | 3 | |
| Peak (3:30-4:30) | 12 | 4 | 12 | | 4 | 361 | 23 | | 12 | 4 | 4 | | 19 | 491 | 12 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 2.00% | 8.70% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 6.40% | 0.00% | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 0.91 | 0.96 | | 1.00 | 1.00 | 1.00 | | 0.95 | 0.91 | 1.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Main St) intersection with St Michaels St

| Start Time | ST MICHAEL Southbound | | | | US 421 Westbound | | | | ST MICHAEL Northbound | | | | US 421 Eastbound | | | |
|---|-----------------------|-------|-------|------|------------------|-------|-------|------|-----------------------|-------|-------|------|------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 2 | 0 | 1 | 135 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 109 | 5 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 2 | 0 | |
| Total Projected based on distribution at Baltimore-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 2 | | 1 | 108 | 0 | | 0 | 0 | 1 | | 0 | 87 | 4 | |
| 03:45 PM | 0 | 0 | 2 | | 1 | 122 | 0 | | 0 | 0 | 1 | | 0 | 99 | 4 | |
| 04:00 PM | 0 | 0 | 2 | | 1 | 137 | 0 | | 0 | 0 | 1 | | 0 | 111 | 5 | |
| 04:15 PM | 0 | 0 | 2 | | 1 | 108 | 0 | | 0 | 0 | 1 | | 0 | 87 | 4 | |
| 04:30 PM | 0 | 0 | 2 | | 1 | 125 | 0 | | 0 | 0 | 1 | | 0 | 101 | 5 | |
| 04:45 PM | 0 | 0 | 2 | | 1 | 108 | 0 | | 0 | 0 | 1 | | 0 | 87 | 4 | |
| 05:00 PM | 0 | 0 | 2 | | 1 | 114 | 0 | | 0 | 0 | 1 | | 0 | 92 | 4 | |
| 05:15 PM | 0 | 0 | 1 | | 1 | 102 | 0 | | 0 | 0 | 1 | | 0 | 82 | 4 | |
| Peak (3:30-4:30) | 0 | 0 | 8 | | 4 | 475 | 0 | | 0 | 0 | 4 | | 0 | 384 | 17 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 1.46% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 1.80% | 0.00% | |
| PHF | 0.00 | 0.00 | 1.00 | | 1.00 | 0.87 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 0.86 | 0.85 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (2nd St) intersection with Clay St

| Start Time | CLAY Southbound | | | | US 421 (2ND) Westbound | | | | CLAY Northbound | | | | US 421 (2ND) Eastbound | | | |
|--|--------------------|-------|-------|------|---------------------------|-------|-------|------|--------------------|-------|-------|------|---------------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| Car/Pedestrian | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 105 | 3 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | |
| Total Projected based on distribution at Baltimore-2nd intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | | 0 | 104 | 0 | | 0 | 0 | 1 | | 0 | 109 | 3 | |
| 03:45 PM | 0 | 0 | 0 | | 0 | 123 | 0 | | 0 | 0 | 1 | | 0 | 128 | 4 | |
| 04:00 PM | 0 | 0 | 0 | | 0 | 105 | 0 | | 0 | 0 | 1 | | 0 | 110 | 3 | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 1 | | 0 | 104 | 3 | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 102 | 0 | | 0 | 0 | 1 | | 0 | 106 | 3 | |
| 04:45 PM | 0 | 0 | 0 | | 0 | 107 | 0 | | 0 | 0 | 1 | | 0 | 111 | 3 | |
| 05:00 PM | 0 | 0 | 0 | | 0 | 109 | 0 | | 0 | 0 | 1 | | 0 | 114 | 3 | |
| 05:15 PM | 0 | 0 | 0 | | 0 | 114 | 0 | | 0 | 0 | 1 | | 0 | 119 | 3 | |
| Peak (3:30-4:30) | 0 | 0 | 0 | | 0 | 432 | 0 | | 0 | 0 | 4 | | 0 | 451 | 13 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 0.98% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.94% | 0.00% | |
| PHF | 0.00 | 0.00 | 0.00 | | 0.00 | 0.88 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 0.88 | 0.81 | |

PM Turning Movement Spot Count August 2008

Raw Data for US 421 (Harrison St) intersection with 1st St

| Start Time | US 421 (HARRISON) Southbound | | | | FIRST Westbound | | | | US 421 (HARRISON) Northbound | | | | FIRST (ONE-WAY AWAY) Eastbound | | | |
|--|---------------------------------|-------|-------|------|--------------------|-------|-------|------|---------------------------------|-------|-------|------|-----------------------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 04:30 PM | 3 | 108 | 3 | 0 | 0 | 0 | 1 | 0 | 27 | 102 | 1 | 0 | 0 | 0 | 0 | 0 |
| Light Truck/Bicycle | | | | Bike | | | | Bike | | | | Bike | | | | Bike |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Harrison-Fillmore intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 3 | 107 | 3 | | 0 | 0 | 1 | | 27 | 105 | 1 | | 0 | 0 | 0 | |
| 03:45 PM | 4 | 129 | 4 | | 0 | 0 | 1 | | 32 | 127 | 1 | | 0 | 0 | 0 | |
| 04:00 PM | 3 | 114 | 3 | | 0 | 0 | 1 | | 28 | 112 | 1 | | 0 | 0 | 0 | |
| 04:15 PM | 3 | 102 | 3 | | 0 | 0 | 1 | | 26 | 100 | 1 | | 0 | 0 | 0 | |
| 04:30 PM | 3 | 108 | 3 | | 0 | 0 | 1 | | 27 | 106 | 1 | | 0 | 0 | 0 | |
| 04:45 PM | 3 | 110 | 3 | | 0 | 0 | 1 | | 28 | 108 | 1 | | 0 | 0 | 0 | |
| 05:00 PM | 3 | 109 | 3 | | 0 | 0 | 1 | | 27 | 107 | 1 | | 0 | 0 | 0 | |
| 05:15 PM | 3 | 122 | 3 | | 0 | 0 | 1 | | 30 | 119 | 1 | | 0 | 0 | 0 | |
| Peak (3:30-4:30) | 13 | 452 | 13 | | 0 | 0 | 4 | | 113 | 444 | 4 | | 0 | 0 | 0 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 3.77% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.81 | 0.88 | 0.81 | | 0.00 | 0.00 | 1.00 | | 0.88 | 0.87 | 1.00 | | 0.00 | 0.00 | 0.00 | |

PM Turning Movement Spot Count August 2008

Raw Data for SR 56 intersection with Roosevelt St

| Start Time | ROOSEVELT Southbound | | | | SR 56 (MAIN) Westbound | | | | Northbound | | | | SR 56 (MAIN) Eastbound | | | |
|---|----------------------|-------|-------|------|------------------------|-------|-------|------|------------|-------|-------|------|------------------------|-------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 04:15 PM | 0 | 0 | 2 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 |
| Light Truck/Bicycle | Bike | | | | Bike | | | | Bike | | | | Bike | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Truck | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Total Projected based on distribution at Baltimore-Main intersection | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 2 | | 0 | 27 | 1 | | 0 | 0 | 0 | | 1 | 35 | 0 | |
| 03:45 PM | 0 | 0 | 2 | | 0 | 30 | 1 | | 0 | 0 | 0 | | 1 | 40 | 0 | |
| 04:00 PM | 0 | 0 | 3 | | 0 | 34 | 1 | | 0 | 0 | 0 | | 1 | 45 | 0 | |
| 04:15 PM | 0 | 0 | 2 | | 0 | 27 | 1 | | 0 | 0 | 0 | | 1 | 35 | 0 | |
| 04:30 PM | 0 | 0 | 2 | | 0 | 31 | 1 | | 0 | 0 | 0 | | 1 | 40 | 0 | |
| 04:45 PM | 0 | 0 | 2 | | 0 | 27 | 1 | | 0 | 0 | 0 | | 1 | 35 | 0 | |
| 05:00 PM | 0 | 0 | 2 | | 0 | 28 | 1 | | 0 | 0 | 0 | | 1 | 37 | 0 | |
| 05:15 PM | 0 | 0 | 2 | | 0 | 26 | 1 | | 0 | 0 | 0 | | 1 | 33 | 0 | |
| Peak (3:30-4:30) | 0 | 0 | 9 | | 0 | 118 | 4 | | 0 | 0 | 0 | | 4 | 155 | 0 | |
| % Truck | 0.00% | 0.00% | 0.00% | | 0.00% | 3.70% | 0.00% | | 0.00% | 0.00% | 0.00% | | 0.00% | 0.00% | 0.00% | |
| PHF | 0.00 | 0.00 | 0.75 | | 0.00 | 0.87 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.86 | 0.00 | |