



Allen County (IN)
200 East Berry St, Suite 230

Fort Wayne, Indiana, United States 46802
260.449.7309

Count Name: Reed Rd / Trier Rd
Site Code:
Start Date: 10/14/2019
Page No: 1

Location: 41.112552, -85.080452

Turning Movement Data

Start Time	Reed Rd Southbound						Trier Rd Westbound						Reed Rd Northbound						Trier Rd Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	4	49	5	0	0	58	15	38	5	0	0	58	6	59	11	0	0	76	10	38	3	0	0	51	243
12:15 PM	6	47	4	0	0	57	9	30	5	0	0	44	6	55	10	0	0	71	6	34	7	0	0	47	219
12:30 PM	6	48	9	0	0	63	11	40	8	0	0	59	5	45	6	0	0	56	5	35	5	0	0	45	223
12:45 PM	4	53	7	0	0	64	14	28	14	0	0	56	6	43	11	0	0	60	5	41	8	0	0	54	234
Hourly Total	20	197	25	0	0	242	49	136	32	0	0	217	23	202	38	0	0	263	26	148	23	0	0	197	919
1:00 PM	4	39	4	0	0	47	7	37	5	0	0	49	7	55	11	0	0	73	6	26	8	0	0	40	209
1:15 PM	7	55	3	0	0	65	17	35	8	0	0	60	4	42	6	0	0	52	4	30	4	0	0	38	215
1:30 PM	8	51	6	0	0	65	8	33	8	0	0	49	7	59	12	0	0	78	5	33	9	0	0	47	239
1:45 PM	8	55	6	0	0	69	4	33	6	0	0	43	5	43	8	0	0	56	2	35	5	0	0	42	210
Hourly Total	27	200	19	0	0	246	36	138	27	0	0	201	23	199	37	0	0	259	17	124	26	0	0	167	873
2:00 PM	10	43	3	0	0	56	10	24	2	0	0	36	4	60	12	0	0	76	3	39	10	0	0	52	220
2:15 PM	9	52	8	0	0	69	15	35	10	0	0	60	5	58	16	0	0	79	3	50	9	0	0	62	270
2:30 PM	11	74	4	0	0	89	17	38	9	0	0	64	6	65	15	0	0	86	6	42	11	0	2	59	298
2:45 PM	10	52	6	0	0	68	15	41	11	0	0	67	8	64	17	0	0	89	5	62	10	0	3	77	301
Hourly Total	40	221	21	0	0	282	57	138	32	0	0	227	23	247	60	0	0	330	17	193	40	0	5	250	1089
3:00 PM	14	57	2	0	0	73	28	46	6	0	0	80	5	62	17	0	0	84	10	60	3	0	0	73	310
3:15 PM	14	77	4	0	0	95	15	41	9	0	0	65	6	67	23	0	0	96	7	51	8	0	0	66	322
3:30 PM	7	53	7	0	0	67	16	40	17	0	0	73	15	91	12	0	0	118	11	66	8	0	0	85	343
3:45 PM	10	69	3	0	0	82	21	37	6	0	0	64	17	69	24	0	0	110	8	72	12	0	1	92	348
Hourly Total	45	256	16	0	0	317	80	164	38	0	0	282	43	289	76	0	0	408	36	249	31	0	1	316	1323
4:00 PM	10	106	10	0	0	126	25	36	13	0	0	74	7	90	23	0	0	120	13	49	17	0	0	79	399
4:15 PM	8	83	8	0	0	99	27	37	10	0	0	74	12	125	39	0	2	176	28	93	12	0	4	133	482
4:30 PM	10	67	8	0	0	85	24	44	14	0	0	82	11	112	27	0	0	150	10	75	11	0	0	96	413
4:45 PM	15	80	8	0	0	103	12	29	8	0	0	49	9	106	27	0	0	142	5	70	12	0	0	87	381
Hourly Total	43	336	34	0	0	413	88	146	45	0	0	279	39	433	116	0	2	588	56	287	52	0	4	395	1675
5:00 PM	8	90	3	0	0	101	18	50	5	0	0	73	10	97	39	0	0	146	15	77	9	0	0	101	421
5:15 PM	18	72	6	0	0	96	22	49	10	0	0	81	4	111	22	0	0	137	9	92	12	0	0	113	427
5:30 PM	11	68	4	0	0	83	18	44	7	0	0	69	6	108	24	0	0	138	10	58	9	0	0	77	367
5:45 PM	13	81	2	0	0	96	18	56	11	0	0	85	9	81	15	0	0	105	5	65	6	0	0	76	362
Hourly Total	50	311	15	0	0	376	76	199	33	0	0	308	29	397	100	0	0	526	39	292	36	0	0	367	1577
6:00 PM	13	61	6	0	0	80	13	40	2	0	0	55	9	67	4	0	0	80	8	54	5	0	0	67	282
6:15 PM	11	69	5	0	0	85	19	46	10	0	0	75	10	63	13	0	0	86	5	53	15	0	0	73	319
6:30 PM	12	70	7	0	0	89	15	33	12	0	0	60	7	53	15	0	0	75	1	44	11	0	0	56	280
6:45 PM	8	50	5	0	0	63	15	38	5	0	0	58	3	60	18	0	0	81	9	37	7	0	0	53	255
Hourly Total	44	250	23	0	0	317	62	157	29	0	0	248	29	243	50	0	0	322	23	188	38	0	0	249	1136

7:00 PM	12	43	4	0	0	59	5	31	9	0	0	45	4	54	23	0	0	81	5	47	9	0	0	61	246
7:15 PM	11	33	3	0	0	47	4	29	6	0	0	39	8	45	16	0	0	69	4	37	4	0	0	45	200
7:30 PM	8	43	4	0	0	55	2	14	7	0	0	23	2	42	3	0	0	47	4	31	3	0	0	38	163
7:45 PM	4	39	4	0	0	47	6	19	9	0	0	34	6	40	10	0	0	56	3	32	6	0	0	41	178
Hourly Total	35	158	15	0	0	208	17	93	31	0	0	141	20	181	52	0	0	253	16	147	22	0	0	185	787
8:00 PM	4	34	3	0	0	41	7	11	5	0	0	23	7	37	10	0	0	54	5	32	6	0	0	43	161
8:15 PM	3	34	5	0	0	42	4	19	4	0	0	27	9	64	14	0	0	87	5	44	4	0	0	53	209
8:30 PM	4	28	7	0	0	39	8	11	7	0	0	26	2	42	11	0	0	55	0	31	7	0	0	38	158
8:45 PM	6	29	1	0	0	36	3	15	5	0	0	23	6	42	12	0	0	60	2	31	4	0	0	37	156
Hourly Total	17	125	16	0	0	158	22	56	21	0	0	99	24	185	47	0	0	256	12	138	21	0	0	171	684
9:00 PM	5	29	0	0	0	34	2	12	3	0	0	17	5	42	3	0	0	50	1	23	1	0	0	25	126
9:15 PM	4	24	3	0	0	31	5	9	4	0	0	18	2	26	4	0	0	32	0	30	7	0	0	37	118
9:30 PM	6	28	3	0	0	37	1	17	6	0	0	24	3	22	6	0	0	31	1	15	2	0	0	18	110
9:45 PM	3	14	6	0	0	23	3	10	1	0	0	14	1	12	1	0	0	14	3	19	4	0	0	26	77
Hourly Total	18	95	12	0	0	125	11	48	14	0	0	73	11	102	14	0	0	127	5	87	14	0	0	106	431
10:00 PM	2	23	1	0	0	26	3	5	2	0	0	10	0	7	7	0	0	14	1	13	3	0	0	17	67
10:15 PM	3	19	1	0	0	23	3	5	2	0	0	10	0	7	0	0	0	7	2	9	3	0	0	14	54
10:30 PM	0	13	1	0	0	14	4	7	2	0	0	13	0	8	1	0	0	9	1	11	4	0	0	16	52
10:45 PM	2	10	2	0	0	14	0	5	2	0	0	7	1	12	2	0	0	15	1	7	2	0	0	10	46
Hourly Total	7	65	5	0	0	77	10	22	8	0	0	40	1	34	10	0	0	45	5	40	12	0	0	57	219
11:00 PM	0	14	0	0	0	14	1	1	0	0	0	2	0	5	3	0	0	8	1	8	2	0	0	11	35
11:15 PM	3	4	2	0	0	9	2	9	0	0	0	11	1	9	2	0	0	12	2	9	2	0	0	13	45
11:30 PM	1	4	0	0	0	5	3	4	1	0	0	8	0	6	3	0	0	9	0	12	0	0	0	12	34
11:45 PM	0	7	0	0	0	7	3	3	1	0	0	7	0	7	4	0	0	11	0	3	1	0	0	4	29
Hourly Total	4	29	2	0	0	35	9	17	2	0	0	28	1	27	12	0	0	40	3	32	5	0	0	40	143
12:00 AM	1	8	0	0	0	9	1	0	0	0	0	1	2	6	2	0	0	10	2	5	1	0	0	8	28
12:15 AM	0	2	0	0	0	2	1	3	0	0	0	4	2	6	3	0	0	11	0	5	2	0	0	7	24
12:30 AM	1	3	0	0	0	4	1	4	0	0	0	5	0	4	2	0	0	6	0	3	0	0	0	3	18
12:45 AM	3	3	0	0	0	6	0	1	1	0	0	2	0	1	0	0	0	1	0	4	0	0	0	4	13
Hourly Total	5	16	0	0	0	21	3	8	1	0	0	12	4	17	7	0	0	28	2	17	3	0	0	22	83
1:00 AM	0	2	0	0	0	2	0	2	1	0	0	3	0	2	1	0	0	3	0	2	1	0	0	3	11
1:15 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	6	0	0	0	6	0	5	0	0	0	5	14
1:30 AM	0	2	0	0	0	2	0	3	1	0	0	4	0	0	1	0	0	1	0	3	0	0	0	3	10
1:45 AM	0	4	1	0	0	5	0	1	0	0	0	1	0	4	0	0	0	4	0	2	0	0	0	2	12
Hourly Total	0	10	2	0	0	12	0	6	2	0	0	8	0	12	2	0	0	14	0	12	1	0	0	13	47
2:00 AM	0	3	0	0	0	3	0	2	1	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	10
2:15 AM	0	4	0	0	0	4	0	1	0	0	0	1	0	2	1	0	0	3	1	1	0	0	0	2	10
2:30 AM	0	3	0	0	0	3	1	1	0	0	0	2	0	2	1	0	0	3	0	1	0	0	0	1	9
2:45 AM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Hourly Total	1	12	0	0	0	13	1	4	1	0	0	6	0	7	2	0	0	9	1	5	0	0	0	6	34
3:00 AM	0	2	0	0	0	2	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	6
3:15 AM	0	1	0	0	0	1	0	6	0	0	0	6	1	1	1	0	0	3	0	3	0	0	0	3	13
3:30 AM	0	4	0	0	0	4	0	7	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	13
3:45 AM	1	3	0	0	0	4	0	4	0	0	0	4	1	3	0	0	0	4	0	3	0	0	0	3	15
Hourly Total	1	10	0	0	0	11	1	18	0	0	0	19	2	5	1	0	0	8	0	9	0	0	0	9	47
4:00 AM	0	3	0	0	0	3	0	6	0	0	0	6	1	1	0	0	0	2	1	0	1	0	0	2	13
4:15 AM	0	6	0	0	0	6	0	3	1	0	0	4	0	0	1	0	0	1	0	2	0	0	0	2	13
4:30 AM	1	3	0	0	0	4	1	6	0	0	0	7	0	5	2	0	0	7	1	3	0	0	0	4	22
4:45 AM	1	2	0	0	0	3	0	9	0	0	0	9	1	3	0	0	0	4	0	4	0	0	0	4	20
Hourly Total	2	14	0	0	0	16	1	24	1	0	0	26	2	9	3	0	0	14	2	9	1	0	0	12	68
5:00 AM	1	5	0	0	0	6	2	9	1	0	0	12	1	0	0	0	0	1	2	1	2	0	0	5	24
5:15 AM	1	13	0	0	0	14	1	14	3	0	0	18	2	7	0	0	0	9	1	2	2	0	0	5	46

5:30 AM	0	20	2	0	0	22	4	22	2	0	0	28	2	10	2	0	0	14	0	3	2	0	0	5	69
5:45 AM	1	18	1	0	0	20	3	28	0	0	0	31	0	15	0	0	0	15	0	3	0	0	0	3	69
Hourly Total	3	56	3	0	0	62	10	73	6	0	0	89	5	32	2	0	0	39	3	9	6	0	0	18	208
6:00 AM	0	17	2	0	0	19	10	22	0	0	0	32	2	14	1	0	0	17	1	11	3	0	0	15	83
6:15 AM	0	23	1	0	0	24	7	25	3	0	0	35	4	9	4	0	0	17	0	12	2	0	0	14	90
6:30 AM	3	49	4	0	0	56	16	45	0	0	0	61	6	21	5	0	0	32	1	9	2	0	0	12	161
6:45 AM	3	58	1	0	0	62	9	38	7	0	0	54	11	29	7	0	0	47	0	18	10	0	0	28	191
Hourly Total	6	147	8	0	0	161	42	130	10	0	0	182	23	73	17	0	0	113	2	50	17	0	0	69	525
7:00 AM	12	70	3	0	0	85	22	59	3	0	0	84	24	48	14	0	0	86	2	33	13	0	0	48	303
7:15 AM	16	70	3	0	0	89	17	79	8	0	0	104	21	62	9	0	0	92	6	17	14	0	0	37	322
7:30 AM	13	97	3	0	0	113	33	67	8	0	0	108	35	98	17	0	0	150	6	34	20	0	0	60	431
7:45 AM	21	119	8	0	0	148	26	51	8	0	0	85	18	85	29	0	0	132	2	36	13	0	1	51	416
Hourly Total	62	356	17	0	0	435	98	256	27	0	0	381	98	293	69	0	0	460	16	120	60	0	1	196	1472
8:00 AM	18	78	6	0	0	102	54	62	21	0	0	137	6	53	30	0	0	89	5	38	8	0	0	51	379
8:15 AM	2	69	6	0	0	77	54	61	12	0	0	127	12	68	23	0	0	103	5	29	7	0	0	41	348
8:30 AM	6	77	8	0	0	91	67	63	7	0	0	137	17	68	21	0	0	106	4	16	7	0	1	27	361
8:45 AM	11	88	10	0	0	109	68	44	8	0	0	120	10	65	5	0	0	80	4	31	8	0	0	43	352
Hourly Total	37	312	30	0	0	379	243	230	48	0	0	521	45	254	79	0	0	378	18	114	30	0	1	162	1440
9:00 AM	5	46	3	0	0	54	19	31	7	0	0	57	8	49	13	0	0	70	8	27	0	0	0	35	216
9:15 AM	5	45	2	0	0	52	13	51	3	0	0	67	39	51	8	0	0	98	4	21	4	0	0	29	246
9:30 AM	3	33	1	0	0	37	13	37	7	0	0	57	26	44	7	0	0	77	3	17	4	0	0	24	195
9:45 AM	7	41	5	0	0	53	9	35	6	0	0	50	3	35	5	0	0	43	3	26	2	0	0	31	177
Hourly Total	20	165	11	0	0	196	54	154	23	0	0	231	76	179	33	0	0	288	18	91	10	0	0	119	834
10:00 AM	3	31	4	0	0	38	12	28	3	0	0	43	3	33	12	0	0	48	1	29	5	0	0	35	164
10:15 AM	8	38	5	0	0	51	9	25	5	0	0	39	2	36	9	0	0	47	3	27	4	0	0	34	171
10:30 AM	9	34	4	0	0	47	11	21	7	0	0	39	1	27	9	0	0	37	6	21	4	0	0	31	154
10:45 AM	3	44	4	0	0	51	13	30	12	0	0	55	4	21	6	0	0	31	5	30	7	0	0	42	179
Hourly Total	23	147	17	0	0	187	45	104	27	0	0	176	10	117	36	0	0	163	15	107	20	0	0	142	668
11:00 AM	4	28	3	0	0	35	13	24	5	0	0	42	5	44	12	0	0	61	5	31	8	0	0	44	182
11:15 AM	5	33	5	0	0	43	12	27	4	0	0	43	4	38	8	0	0	50	3	28	6	0	0	37	173
11:30 AM	8	56	7	0	0	71	11	35	8	0	1	54	5	44	10	0	0	59	4	23	10	0	0	37	221
11:45 AM	5	36	5	0	0	46	18	34	9	0	0	61	6	51	13	0	0	70	1	28	5	0	0	34	211
Hourly Total	22	153	20	0	0	195	54	120	26	0	1	200	20	177	43	0	0	240	13	110	29	0	0	152	787
Grand Total	532	3641	311	0	0	4484	1069	2441	484	0	1	3994	551	3714	906	0	2	5171	345	2578	497	0	12	3420	17069
Approach %	11.9	81.2	6.9	0.0	-	-	26.8	61.1	12.1	0.0	-	-	10.7	71.8	17.5	0.0	-	-	10.1	75.4	14.5	0.0	-	-	-
Total %	3.1	21.3	1.8	0.0	-	26.3	6.3	14.3	2.8	0.0	-	23.4	3.2	21.8	5.3	0.0	-	30.3	2.0	15.1	2.9	0.0	-	20.0	-
Motorcycles	0	4	0	0	-	4	1	2	1	0	-	4	0	5	0	0	-	5	0	3	5	0	-	8	21
% Motorcycles	0.0	0.1	0.0	-	-	0.1	0.1	0.1	0.2	-	-	0.1	0.0	0.1	0.0	-	-	0.1	0.0	0.1	1.0	-	-	0.2	0.1
Cars	473	3290	274	0	-	4037	937	2158	440	0	-	3535	507	3298	794	0	-	4599	298	2300	456	0	-	3054	15225
% Cars	88.9	90.4	88.1	-	-	90.0	87.7	88.4	90.9	-	-	88.5	92.0	88.8	87.6	-	-	88.9	86.4	89.2	91.8	-	-	89.3	89.2
Light Goods Vehicles	53	276	34	0	-	363	115	251	34	0	-	400	32	364	97	0	-	493	42	247	29	0	-	318	1574
% Light Goods Vehicles	10.0	7.6	10.9	-	-	8.1	10.8	10.3	7.0	-	-	10.0	5.8	9.8	10.7	-	-	9.5	12.2	9.6	5.8	-	-	9.3	9.2
Buses	2	41	3	0	-	46	6	9	3	0	-	18	8	23	6	0	-	37	3	14	4	0	-	21	122
% Buses	0.4	1.1	1.0	-	-	1.0	0.6	0.4	0.6	-	-	0.5	1.5	0.6	0.7	-	-	0.7	0.9	0.5	0.8	-	-	0.6	0.7
Single-Unit Trucks	4	28	0	0	-	32	10	14	5	0	-	29	4	24	9	0	-	37	2	12	3	0	-	17	115
% Single-Unit Trucks	0.8	0.8	0.0	-	-	0.7	0.9	0.6	1.0	-	-	0.7	0.7	0.6	1.0	-	-	0.7	0.6	0.5	0.6	-	-	0.5	0.7
Articulated Trucks	0	2	0	0	-	2	0	7	1	0	-	8	0	0	0	0	-	0	0	2	0	0	-	2	12
% Articulated Trucks	0.0	0.1	0.0	-	-	0.0	0.0	0.3	0.2	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	12	-	-

% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
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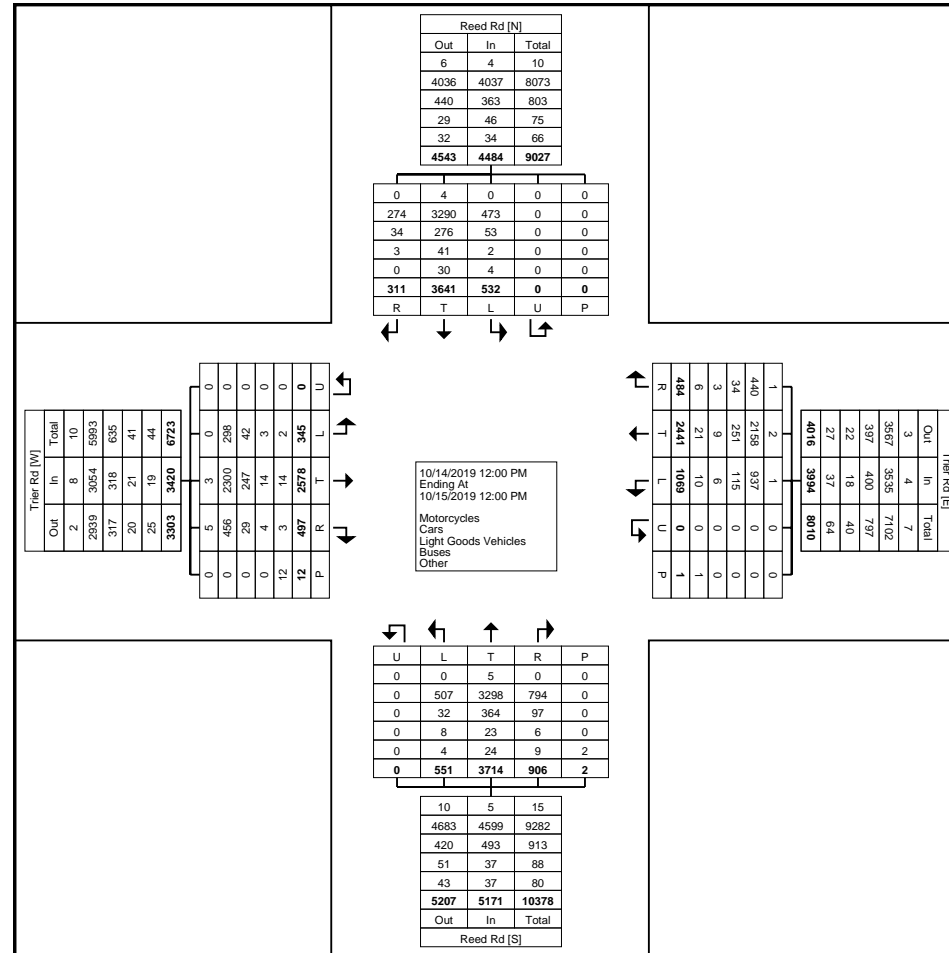


Allen County (IN)
200 East Berry St, Suite 230

Fort Wayne, Indiana, United States 46802
260.449.7309

Count Name: Reed Rd / Trier Rd
Site Code:
Start Date: 10/14/2019
Page No: 5

Location: 41.112552, -85.080452



Turning Movement Data Plot



Allen County (IN)
200 East Berry St, Suite 230

Fort Wayne, Indiana, United States 46802
260.449.7309

Count Name: Reed Rd / Trier Rd
Site Code:
Start Date: 10/14/2019
Page No: 6

Location: 41.112552, -85.080452

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Reed Rd Southbound						Trier Rd Westbound						Reed Rd Northbound						Trier Rd Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	8	83	8	0	0	99	27	37	10	0	0	74	12	125	39	0	2	176	28	93	12	0	4	133	482
4:30 PM	10	67	8	0	0	85	24	44	14	0	0	82	11	112	27	0	0	150	10	75	11	0	0	96	413
4:45 PM	15	80	8	0	0	103	12	29	8	0	0	49	9	106	27	0	0	142	5	70	12	0	0	87	381
5:00 PM	8	90	3	0	0	101	18	50	5	0	0	73	10	97	39	0	0	146	15	77	9	0	0	101	421
Total	41	320	27	0	0	388	81	160	37	0	0	278	42	440	132	0	2	614	58	315	44	0	4	417	1697
Approach %	10.6	82.5	7.0	0.0	-	-	29.1	57.6	13.3	0.0	-	-	6.8	71.7	21.5	0.0	-	-	13.9	75.5	10.6	0.0	-	-	-
Total %	2.4	18.9	1.6	0.0	-	22.9	4.8	9.4	2.2	0.0	-	16.4	2.5	25.9	7.8	0.0	-	36.2	3.4	18.6	2.6	0.0	-	24.6	-
PHF	0.683	0.889	0.844	0.000	-	0.942	0.750	0.800	0.661	0.000	-	0.848	0.875	0.880	0.846	0.000	-	0.872	0.518	0.847	0.917	0.000	-	0.784	0.880
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Motorcycles	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.1
Cars	38	291	22	0	-	351	74	143	29	0	-	246	38	388	117	0	-	543	52	287	42	0	-	381	1521
% Cars	92.7	90.9	81.5	-	-	90.5	91.4	89.4	78.4	-	-	88.5	90.5	88.2	88.6	-	-	88.4	89.7	91.1	95.5	-	-	91.4	89.6
Light Goods Vehicles	3	24	5	0	-	32	7	16	6	0	-	29	4	49	13	0	-	66	6	25	2	0	-	33	160
% Light Goods Vehicles	7.3	7.5	18.5	-	-	8.2	8.6	10.0	16.2	-	-	10.4	9.5	11.1	9.8	-	-	10.7	10.3	7.9	4.5	-	-	7.9	9.4
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	2	1	0	-	3	0	1	0	0	-	1	7
% Buses	0.0	0.9	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.5	0.8	-	-	0.5	0.0	0.3	0.0	-	-	0.2	0.4
Single-Unit Trucks	0	1	0	0	-	1	0	1	2	0	-	3	0	0	1	0	-	1	0	2	0	0	-	2	7
% Single-Unit Trucks	0.0	0.3	0.0	-	-	0.3	0.0	0.6	5.4	-	-	1.1	0.0	0.0	0.8	-	-	0.2	0.0	0.6	0.0	-	-	0.5	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

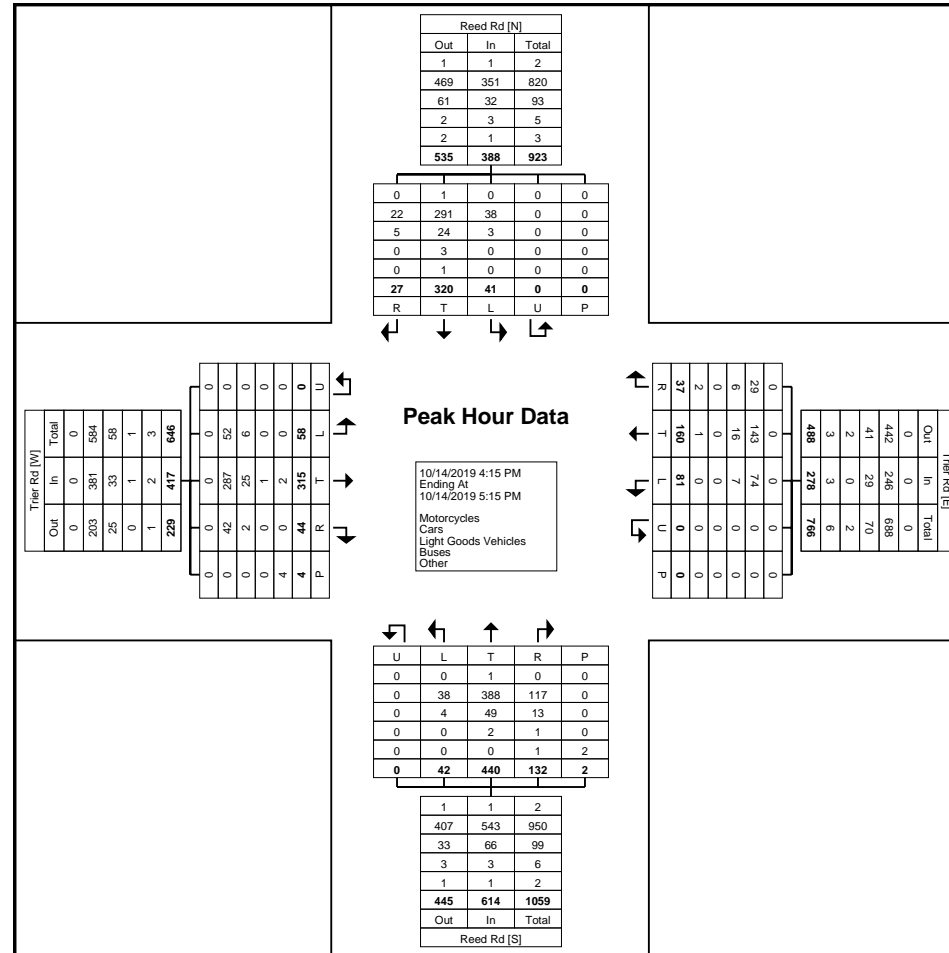


Allen County (IN)
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Count Name: Reed Rd / Trier Rd
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Start Date: 10/14/2019
Page No: 7

Location: 41.112552, -85.080452



Turning Movement Peak Hour Data Plot (4:15 PM)



Allen County (IN)
200 East Berry St, Suite 230

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Count Name: Reed Rd / Trier Rd
Site Code:
Start Date: 10/14/2019
Page No: 8

Location: 41.112552, -85.080452

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Reed Rd Southbound						Trier Rd Westbound						Reed Rd Northbound						Trier Rd Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	13	97	3	0	0	113	33	67	8	0	0	108	35	98	17	0	0	150	6	34	20	0	0	60	431
7:45 AM	21	119	8	0	0	148	26	51	8	0	0	85	18	85	29	0	0	132	2	36	13	0	1	51	416
8:00 AM	18	78	6	0	0	102	54	62	21	0	0	137	6	53	30	0	0	89	5	38	8	0	0	51	379
8:15 AM	2	69	6	0	0	77	54	61	12	0	0	127	12	68	23	0	0	103	5	29	7	0	0	41	348
Total	54	363	23	0	0	440	167	241	49	0	0	457	71	304	99	0	0	474	18	137	48	0	1	203	1574
Approach %	12.3	82.5	5.2	0.0	-	-	36.5	52.7	10.7	0.0	-	-	15.0	64.1	20.9	0.0	-	-	8.9	67.5	23.6	0.0	-	-	-
Total %	3.4	23.1	1.5	0.0	-	28.0	10.6	15.3	3.1	0.0	-	29.0	4.5	19.3	6.3	0.0	-	30.1	1.1	8.7	3.0	0.0	-	12.9	-
PHF	0.643	0.763	0.719	0.000	-	0.743	0.773	0.899	0.583	0.000	-	0.834	0.507	0.776	0.825	0.000	-	0.790	0.750	0.901	0.600	0.000	-	0.846	0.913
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars	45	338	21	0	-	404	154	215	47	0	-	416	70	280	89	0	-	439	16	126	45	0	-	187	1446
% Cars	83.3	93.1	91.3	-	-	91.8	92.2	89.2	95.9	-	-	91.0	98.6	92.1	89.9	-	-	92.6	88.9	92.0	93.8	-	-	92.1	91.9
Light Goods Vehicles	7	18	1	0	-	26	10	22	2	0	-	34	1	22	7	0	-	30	0	10	3	0	-	13	103
% Light Goods Vehicles	13.0	5.0	4.3	-	-	5.9	6.0	9.1	4.1	-	-	7.4	1.4	7.2	7.1	-	-	6.3	0.0	7.3	6.3	-	-	6.4	6.5
Buses	1	4	1	0	-	6	1	3	0	0	-	4	0	1	3	0	-	4	1	1	0	0	-	2	16
% Buses	1.9	1.1	4.3	-	-	1.4	0.6	1.2	0.0	-	-	0.9	0.0	0.3	3.0	-	-	0.8	5.6	0.7	0.0	-	-	1.0	1.0
Single-Unit Trucks	1	2	0	0	-	3	2	0	0	0	-	2	0	1	0	0	-	1	1	0	0	0	-	1	7
% Single-Unit Trucks	1.9	0.6	0.0	-	-	0.7	1.2	0.0	0.0	-	-	0.4	0.0	0.3	0.0	-	-	0.2	5.6	0.0	0.0	-	-	0.5	0.4
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.3	0.0	-	-	0.2	0.0	0.4	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

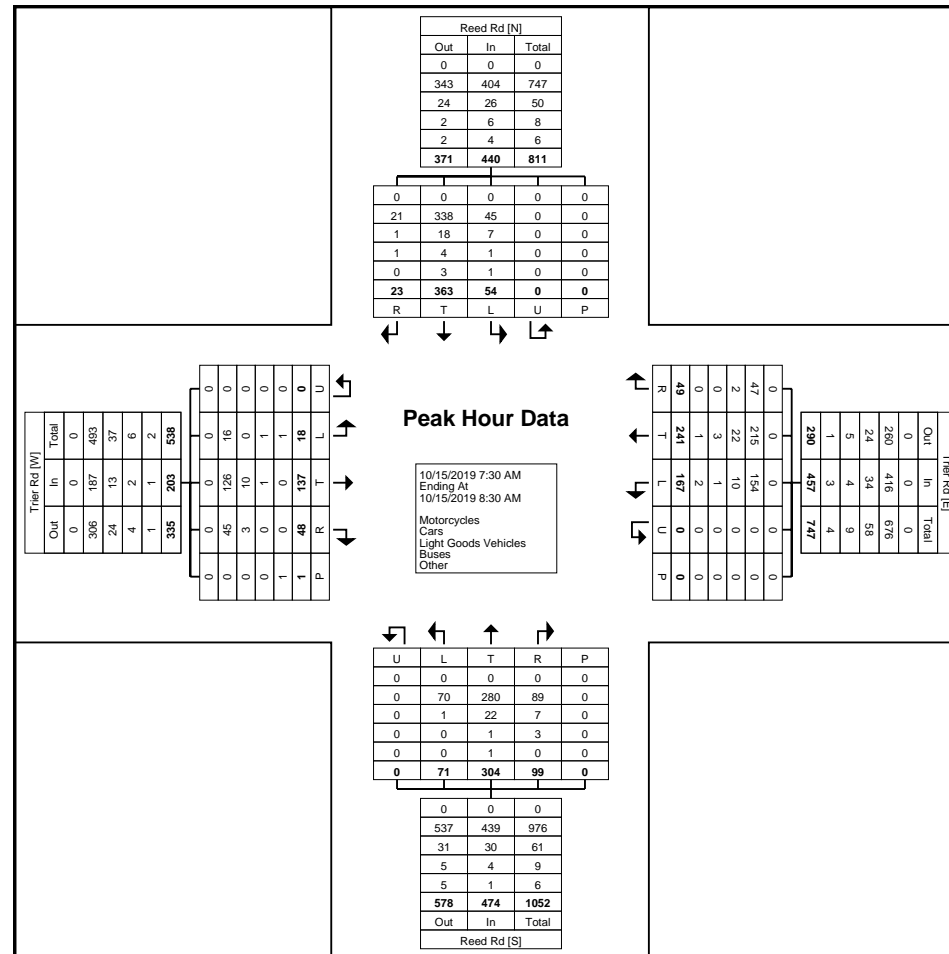


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Count Name: Reed Rd / Trier Rd
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Page No: 9

Location: 41.112552, -85.080452



Turning Movement Peak Hour Data Plot (7:30 AM)

HCM Signalized Intersection Capacity Analysis

3: Reed Rd & Trier Rd

11/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	137	48	167	241	49	71	304	99	54	363	23
Future Volume (vph)	18	137	48	167	241	49	71	304	99	54	363	23
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8		5.5	5.8		5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1703	1790		1770	1805		1805	1807		1736	1843	
Flt Permitted	0.18	1.00		0.61	1.00		0.26	1.00		0.27	1.00	
Satd. Flow (perm)	325	1790		1144	1805		502	1807		484	1843	
Peak-hour factor, PHF	0.75	0.90	0.60	0.77	0.90	0.58	0.51	0.78	0.83	0.64	0.76	0.72
Adj. Flow (vph)	24	152	80	217	268	84	139	390	119	84	478	32
RTOR Reduction (vph)	0	18	0	0	10	0	0	10	0	0	2	0
Lane Group Flow (vph)	24	214	0	217	342	0	139	499	0	84	508	0
Heavy Vehicles (%)	6%	1%	0%	2%	2%	0%	0%	1%	3%	4%	2%	4%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4!		7!	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	40.7	40.7		35.2	22.9		33.7	33.7		33.7	33.7	
Effective Green, g (s)	40.7	40.7		35.2	22.9		33.7	33.7		33.7	33.7	
Actuated g/C Ratio	0.47	0.47		0.41	0.27		0.39	0.39		0.39	0.39	
Clearance Time (s)	5.8	5.8		5.5	5.8		5.6	5.6		5.6	5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	154	849		559	481		197	709		190	723	
v/s Ratio Prot		0.12		c0.06	c0.19			0.28			0.28	
v/s Ratio Perm	0.07			0.10			c0.28			0.17		
v/c Ratio	0.16	0.25		0.39	0.71		0.71	0.70		0.44	0.70	
Uniform Delay, d1	12.8	13.5		17.0	28.5		21.9	21.9		19.1	21.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		0.4	4.9		10.9	3.2		1.6	3.1	
Delay (s)	13.3	13.6		17.5	33.4		32.8	25.1		20.8	25.0	
Level of Service	B	B		B	C		C	C		C	C	
Approach Delay (s)		13.6			27.3			26.7			24.4	
Approach LOS		B			C			C			C	

Intersection Summary

HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	85.8	Sum of lost time (s)	16.9
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Reed Rd & Trier Rd

11/04/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	58	315	44	81	160	37	42	440	132	41	320	27
Future Volume (vph)	58	315	44	81	160	37	42	440	132	41	320	27
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8		5.5	5.8		5.6	5.6		5.6	5.6	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1851		1805	1804		1805	1810		1805	1860	
Flt Permitted	0.25	1.00		0.52	1.00		0.45	1.00		0.23	1.00	
Satd. Flow (perm)	484	1851		983	1804		859	1810		438	1860	
Peak-hour factor, PHF	0.52	0.85	0.92	0.75	0.80	0.66	0.88	0.88	0.85	0.68	0.89	0.84
Adj. Flow (vph)	112	371	48	108	200	56	48	500	155	60	360	32
RTOR Reduction (vph)	0	5	0	0	9	0	0	8	0	0	3	0
Lane Group Flow (vph)	112	414	0	108	247	0	48	647	0	60	389	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	5%	0%	1%	2%	0%	1%	0%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4!		7!	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	30.6	30.6		25.1	18.0		41.3	41.3		41.3	41.3	
Effective Green, g (s)	30.6	30.6		25.1	18.0		41.3	41.3		41.3	41.3	
Actuated g/C Ratio	0.37	0.37		0.30	0.22		0.50	0.50		0.50	0.50	
Clearance Time (s)	5.8	5.8		5.5	5.8		5.6	5.6		5.6	5.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	679		366	389		425	897		217	922	
v/s Ratio Prot		0.22		0.03	0.14			c0.36			0.21	
v/s Ratio Perm	c0.23			0.06			0.06			0.14		
v/c Ratio	0.63	0.61		0.30	0.63		0.11	0.72		0.28	0.42	
Uniform Delay, d1	21.7	21.5		21.6	29.7		11.2	16.5		12.3	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.2	1.6		0.5	3.4		0.1	2.9		0.7	0.3	
Delay (s)	28.9	23.0		22.1	33.0		11.3	19.4		13.0	13.7	
Level of Service	C	C		C	C		B	B		B	B	
Approach Delay (s)		24.3			29.8			18.8			13.6	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	16.9
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group