# Traffic Study and Cost Benefit Analysis to Renovate Existing Roadways Nevada Test Site

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# EXECUTIVE SUMMARY

A project has been proposed to renovate a portion of Mercury Highway and reconstruct a portion of Rainier Mesa Road through the Nevada Test Site (NTS). The proposed project includes 37.0 miles of Mercury Highway from the southern border of the NTS to the intersection with Rainier Mesa Road, and approximately 2.3 miles of Rainier Mesa road to the intersection of Road 4-04.

Mercury Highway is the primary access highway for any activity at the NTS, including site security surveillance; sub-critical experiments and future missions; and the transport of special nuclear material, hazardous waste, and high explosives. A primary mission of the NTS is test readiness. Test readiness has been mandated by the President of the United States as a means to maintain the critical technologies, staff skills, and infrastructure at the NTS to enable resumption of nuclear testing if and when mandated by the President. This resumption of activities must be carried out within a time frame of 12 to 36 months. Mercury Highway and Rainier Mesa Road are an integral part of the infrastructure that must be maintained.

To be able to serve the stated objectives of the NTS, various pavement sections of the proposed road project must be renovated and/or reconstructed for the Department of Energy (DOE) to maintain both Mercury Highway and Rainier Mesa Road with adequate structural strength. The activities of the NTS and the President's mandate are at high risk of failure if adequate corrective action is not taken now. Renovation and/or reconstruction of these road sections is necessary to ensure the ability to carry both automobile and truck traffic at the posted speeds, minimize damage to vehicles traveling the road, and minimize potential accidents.

This report describes the roadway characteristics, the method and duration of traffic data collected, and the level of service during peak traffic conditions. The report also describes the highway's general pavement condition and makes pavement renovation and/or reconstruction recommendations. The report also includes a cost benefit analysis that compares the recommended renovation and/or reconstruction to the minimum required maintenance. The analysis indicates that the DOE will realize a savings of approximately $42 million (this number does not account for additional costs associated with DOE vehicle wear or the cost of accidents) over the 20-year design period by performing the recommended improvements in the time frame currently proposed.

All existing pavement included in this project is cracked and, in many areas, also rutted. The predominate crack form found on Mercury Highway is block or thermal cracking associated with an aged hot mixed asphalt. This form of cracking is continuous throughout the full length of the highway. In addition, many

areas of fatigue cracking (alligator cracking) exist in the wheelpaths, indicating the loss of the load-carrying or structural capacity of the pavement. The following table summarizes the pavement conditions:

**Summary of Pavement Condition**

| Section Description | Photo No. | Sect. No. | Block Cracking | | | Fatigue Cracking | | | Wave Sags | | | ESAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Distress Severity Level** | | | L | M | H | L | M | H | L | M | H | 20-Year |
| NTS boundary to Guard Station 100 | 24 | 1 | | X | | X | X | | | | | 1.0 M |
| Guard Station 100 to Mercury BP South Y | 24 | 2 | | X | | X | X | | | | | 1.0 M |
| Mercury BP South Y to Mercury BP North Y | | 3 | | X | | X | | | | | | 1.0 M |
| Mercury BP North Y to Junction Guard Station 200 | 1, 2 | 4 | | X | | X | | | | | | 1.0 M |
| Guard Station 200 to Junction Old Road on Left | 3 | 5 | | X | | X | X | | | | | 1.1 M |
| Junction Old Road to 5-01 Road | 4 | 6 | | X | | | X | | | | | 1.1 M |
| 5-01 Road to Junction Old Road | 5 | 7 | | X | | | X | X | | | | 1.1 M |
| Junction Old Road to Site B Road | 6 | 8 | | X | | | X | | | | | 1.1 M |
| Site B Road to Cane Spring Road | | 9 | | X | | X | X | | | | | 1.1 M |
| Cane Spring Road to DAF Road | 10, 20 | 10 | | X | | X | X | | | | | 1.1 M |
| DAF Road to Begin Passing Lane | 12 | 11 | | X | | X | | | | | | 1.1 M |
| Begin Passing Lane to Tippipah Highway | | 12 | X | X | | X | | | | | | 1.1 M |
| Tippipah Highway to Junction Rainier Mesa Road | 14 - 17 | 13 | | X | | X | X | | | | | 0.9 M |
| Junction Old Mercury Highway to BEEF Road (4-04) | 18 | 14 | | X | | | X | | | X | X | 0.9 M |

L, M, H refers to the severity of each distress type (i.e., low, medium, high)
BP = bypass
ESAL = equivalent single-axle load

Currently, Mercury Highway is smooth enough to allow automobiles to travel at the posted speed limit of 55 mph. Rainier Mesa Road, however, has deteriorated to the level that automobile travel is comfortable only at speeds between 35 to 40 mph. Comfortable truck travel is well below those speeds. Vehicular travel at speeds in excess of the comfortable travel speed is also a safety risk. Without the recommended reconstruction and/or renovation activities, the speed limits on both roads will have to be continuously reduced in accordance with the progressive road deterioration to accommodate comfortable and safe travel, thereby imposing upon the NTS the associated cost of trip delays.

Traffic accident data obtained from the Nye County Sheriff indicates an increase in accidents for each of the last three years. Although the number of accidents has increased, the lack of both traffic volume data from these prior years and detailed accident reports prevent an accurate determination of the root cause of the increase. Assuming that traffic volumes have remained relatively unchanged in recent years, this information suggests that the condition of the roadway has been a contributing factor.

A cost benefit analysis was performed based on current dollars. The analysis compared the recommended improvements to the minimum required maintenance to keep the road useable. These minimum maintenance improvements would require application of a chip seal at 6-year cycles and would still require a complete reconstruction of the roadways in 20 years. Also included in the analysis was an estimate of the delay costs as a result of lower speeds on the highway due to pavement deterioration. A summary of the cost benefit analysis is provided on the following page, demonstrating cost savings of approximately $42 million over 20 years by performing the recommended improvements in the proposed time frame.

In conclusion, this report recommends that the reconstruction and/or renovation to Mercury Highway and Rainier Mesa Road as proposed by DOE be performed now. Delay of this work will jeopardize the ability of these roads to support the intended mission and present an increasing safety risk.

**20-Year Cost Benefit Analysis**

| Recommended Renovations | | |
|---|---|---|
| **Mercury Highway (37 miles)** | | |
| **Low Severity Cracking (6 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | 4-inch ACP | 785 |
| 6 | Chip seal | 69 |
| 12 | 2-inch ACP overlay | 248 |
| 18 | Chip seal | 43 |
| **Medium Severity Cracking (31 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | 5 1/2-inch ACP | 5,560 |
| 6 | Chip seal | 356 |
| 12 | 2-inch ACP overlay | 1,282 |
| 18 | Chip seal | 222 |
| **Rainier Mesa Road (2.3 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | Cold-mill full depth place 5-inch ACP | 451 |
| 7 | Chip seal | 25 |
| 15 | 2-inch ACP overlay | 84 |
| 20 | Chip seal | 15 |
| | Total 20-Year Costs | 9,140 |
| **Minimum Maintenance** | | |
| **Mercury Highway and Rainier Mesa Road (39.3 miles)** | | |
| **Year Initial** | **Improvement** | **Improvement Costs ($K)** |
| Initial | Chip seal | 570 |
| 6 | Chip seal | 451 |
| 12 | Chip seal | 356 |
| 20 | Complete reconstruction | 7,115 |
| | Total 20-Year Maintenance Costs | 8,492 |
| | Trip Delay Costs | 43,008 |
| | Total 20-Year Costs | 51,500 |

ACP = Asphalt concrete pavement

Based on 1999 costs

Cost estimate provided in Appendix E

Improvement costs adjusted to present worth (pw) where $i$ = 4% ($i$ = investment rate of return – inflation rate)

$$PW = \frac{F}{(1+i)^n}$$

n = number of years

F = single payment

# 1

# INTRODUCTION

**Purpose**

The purpose of this study is to provide an assessment of Mercury Highway and Rainier Mesa Road on the Nevada Test Site (NTS) to determine the need and type of improvements necessary to keep the road fully functional during the next 20 years.

The report describes roadway characteristics, the method and duration of traffic data collected, and the level of service (LOS) during peak traffic conditions. The report also describes the highway's general pavement condition and makes pavement renovation recommendations.

**Project Description**

The limits of the proposed project include 37.0 miles of Mercury Highway from the southern border of the NTS to the intersection with Rainier Mesa Road and approximately 2.3 miles of Rainier Mesa Road to the intersection of Road 4-04 (see Figure 1).

**Scope of Study**

Included in the scope of the study is a review of existing and future roadway and operational characteristics. To determine roadway and operational characteristics, a traffic survey was performed and included the following:

- Determination of average daily traffic (ADT) volume
- Determination of design hourly volume (DHV)
- Road topography
- Highway type
- Design speed
- Level of service (LOS)
- Types and numbers of vehicles
- Direction of flow

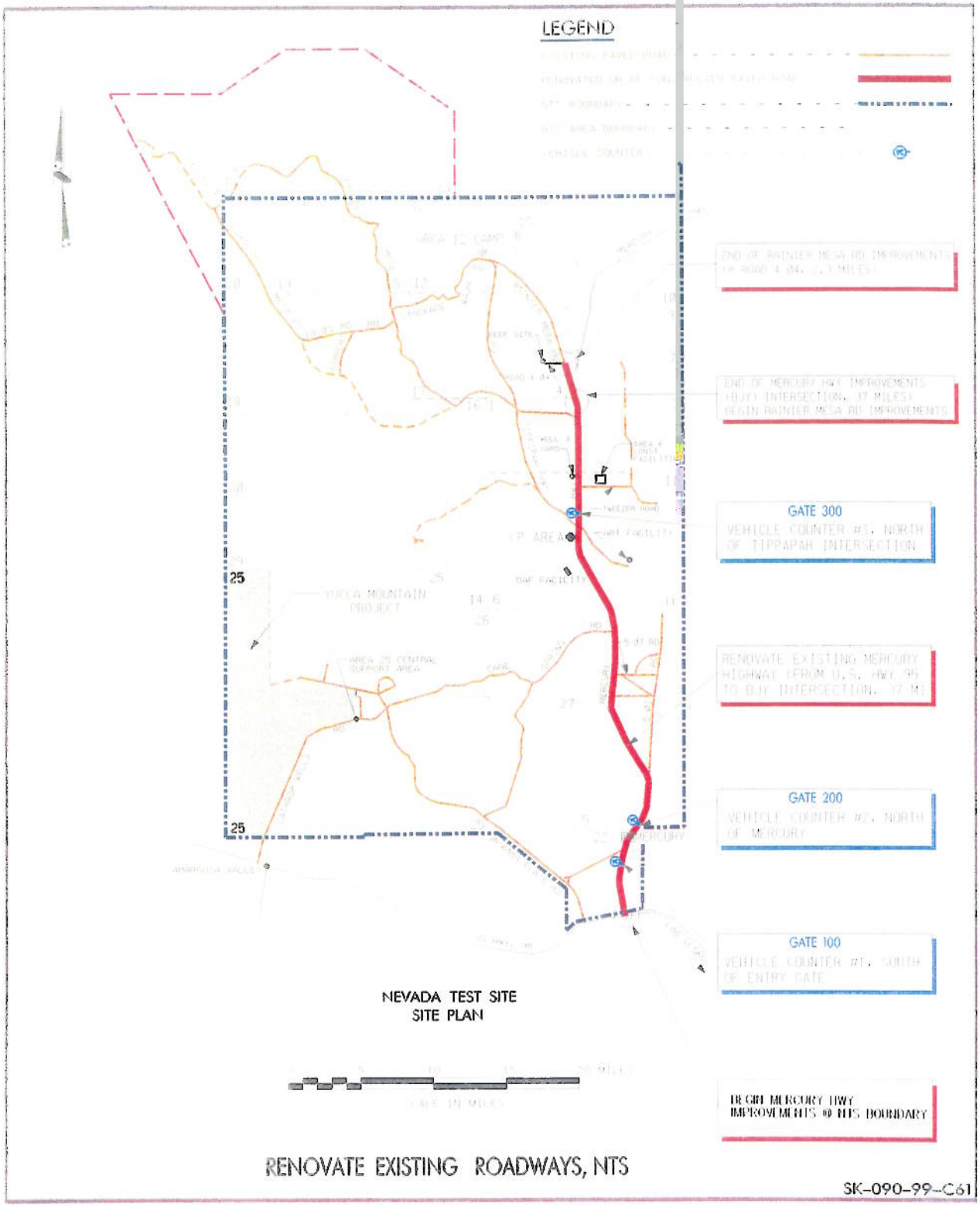


**Figure 1. Project Limits**

Based on this traffic data and a visual evaluation of the existing pavement, recommendations were determined for improvements to the highway structural section. A 20-year cost benefit analysis based on the renovations versus the minimum required maintenance was performed to determine the best options for DOE.

# 2

# OPERATIONAL ANALYSIS

Existing conditions within the project limits were observed and evaluated, and relevant data including two-way hourly volume, a peak-hour factor, and directional distribution of traffic flow was obtained.

**Roadway Network**

Mercury Highway south of the NTS Entry Gate is a two-lane highway. At the NTS Entry Gate, it widens to facilitate several entry stations. North of the NTS Entry Gate, the highway narrows to a two-lane highway. Mercury Highway remains a two-lane highway north to the transition to Rainier Mesa Road and then north to the project limits. The general cross-section of the highway consists of two 13-foot travel lanes with no shoulders. The posted highway speed is 55 mph.

**Average Daily and Weekday Peak Hour Traffic**

Twenty-four-hour road tube counts were conducted between May 23 and 25, 1999; and twelve-hour manual classification counts were conducted between May 25 and 27, 1999, at the following locations:

- Mercury Highway south of the NTS Entry Gate
- Mercury Highway north of Mercury
- Mercury Highway north of the Tippipah Intersection

Twenty-four-hour road tube counts were collected to establish the ADT, a.m., and p.m. peak hour volumes. Manual classification counts were performed to determine the percentage of trucks using the highway. Some slight discrepancies appeared between the number of vehicles accounted for under the road tube counts and the manual classification counts. The discrepancies are not significant and can be attributed to the fact that the road tube counts assumed all vehicles consisted of two axles. All road tube counts and manual classification counts were reviewed to establish the ADT, a.m., and p.m. peak hour volumes used in the study.

The traffic count locations are illustrated in Figure 2. Traffic count data is provided in Appendix A. Tables 1, 2, and 3 summarize the a.m., p.m., and daily count data collected by the road tubes at the above locations. Figure 2 shows the existing 1999 ADT a.m. and p.m. and peak hour volumes used in the Mercury Highway analysis.

**Table 1. Count Summary for Mercury Highway South of the NTS Entry Gate**

| Date | Daily Two-Way Traffic | A.M. Peak Hour (6:00 to 7:00) | | | P.M. Peak Hour (5:00 to 6:00) | | |
|---|---|---|---|---|---|---|---|
| | | NB | SB | Total Two-Way | NB | SB | Total Two-Way |
| Sunday 5/23/99 | 111 | 3 | 0 | 3 | 5 | 5 | 10 |
| Monday 5/24/99 | 1,521 | 285 | 16 | 301 | 11 | 256 | 267 |
| Tuesday 5/25/99 | 1,522 | 284 | 11 | 295 | 20 | 252 | 272 |
| Wednesday 5/26/99 | 1,540 | 260 | 15 | 275 | 14 | 262 | 276 |
| Thursday 5/27/99 | 1,446 | 277 | 8 | 285 | 11 | 250 | 261 |
| Friday 5/28/99 | 370 | 44 | 4 | 48 | 8 | 29 | 37 |
| Saturday 5/29/99 | 105 | 3 | 0 | 3 | 6 | 7 | 13 |

NB = Northbound
SB = Southbound

**Table 2. Count Summary for Mercury Highway North of Mercury**

| Date | Daily Two-Way Traffic | A.M. Peak Hour (6:00 to 7:00) | | | P.M. Peak Hour (5:00 to 6:00) | | |
|---|---|---|---|---|---|---|---|
| | | NB | SB | Total Two-Way | NB | SB | Total Two-Way |
| Sunday 5/23/99 | 113 | 5 | 1 | 6 | 1 | 2 | 3 |
| Monday 5/24/99 | 981 | 144 | 3 | 147 | 4 | 134 | 138 |
| Tuesday 5/25/99 | 1,002 | 122 | 3 | 125 | 9 | 123 | 132 |
| Wednesday 5/26/99 | 980 | 139 | 4 | 143 | 7 | 128 | 135 |
| Thursday 5/27/99 | 964 | 132 | 1 | 133 | 3 | 117 | 120 |
| Friday 5/28/99 | 360 | 36 | 4 | 40 | 11 | 32 | 43 |
| Saturday 5/29/99 | 123 | 7 | 0 | 7 | 1 | 12 | 13 |

NB = Northbound
SB = Southbound

Table 3. Count Summary for Mercury Highway North of the Tippipah Intersection

| Date | Daily Two-Way Traffic | A.M. Peak Hour (6:00 to 7:00) | | | P.M. Peak Hour (4:00 to 5:00) | | |
|---|---|---|---|---|---|---|---|
| | | NB | SB | Total Two-Way | NB | SB | Total Two-Way |
| Sunday 5/23/99 | 77 | 6 | 0 | 6 | 3 | 3 | 6 |
| Monday 5/24/99 | 604 | 59 | 8 | 67 | 14 | 68 | 82 |
| Tuesday 5/25/99 | 634 | 34 | 5 | 39 | 17 | 87 | 104 |
| Wednesday 5/26/99 | 702 | 44 | 5 | 49 | 19 | 82 | 101 |
| Thursday 5/27/99 | 722 | 69 | 3 | 72 | 26 | 90 | 116 |
| Friday 5/28/99 | 156 | 28 | 1 | 29 | 3 | 14 | 17 |
| Saturday 5/29/99 | 51 | 3 | 1 | 4 | 1 | 5 | 6 |

NB = Northbound
SB = Southbound

## Design Hour Volume

The design hour volume of a rural highway is generally expressed as a percentage of the ADT. National statistics of rural highways indicate that the design hour volume is generally 11 to 20 percent of the ADT. Analysis of traffic count data collected for this project concluded that the percentage of the average weekday p.m. peak hour volume to the average weekday daily volume is within the national range (see Table 4). Therefore, the weekday p.m. peak hour volume is representative of the design hour volume and may be used for analysis purposes and geometric design.

Table 4. Percent of Peak Hour Volume to Average Daily Traffic

| Location | Average Daily Two-Way Traffic | A.M. Peak Hour Two-Way Traffic | A.M./ADT (%) | P.M. Peak Hour Two-Way Traffic | P.M./ADT (%) |
|---|---|---|---|---|---|
| Mercury Highway South of NTS Entry Gate | 1,500 | 290 | 19 | 270 | 18 |
| Mercury Highway North of Mercury | 1,000 | 140 | 14 | 140 | 14 |
| Mercury Highway North of Tippipah | 700 | 70 | 10 | 120 | 17 |

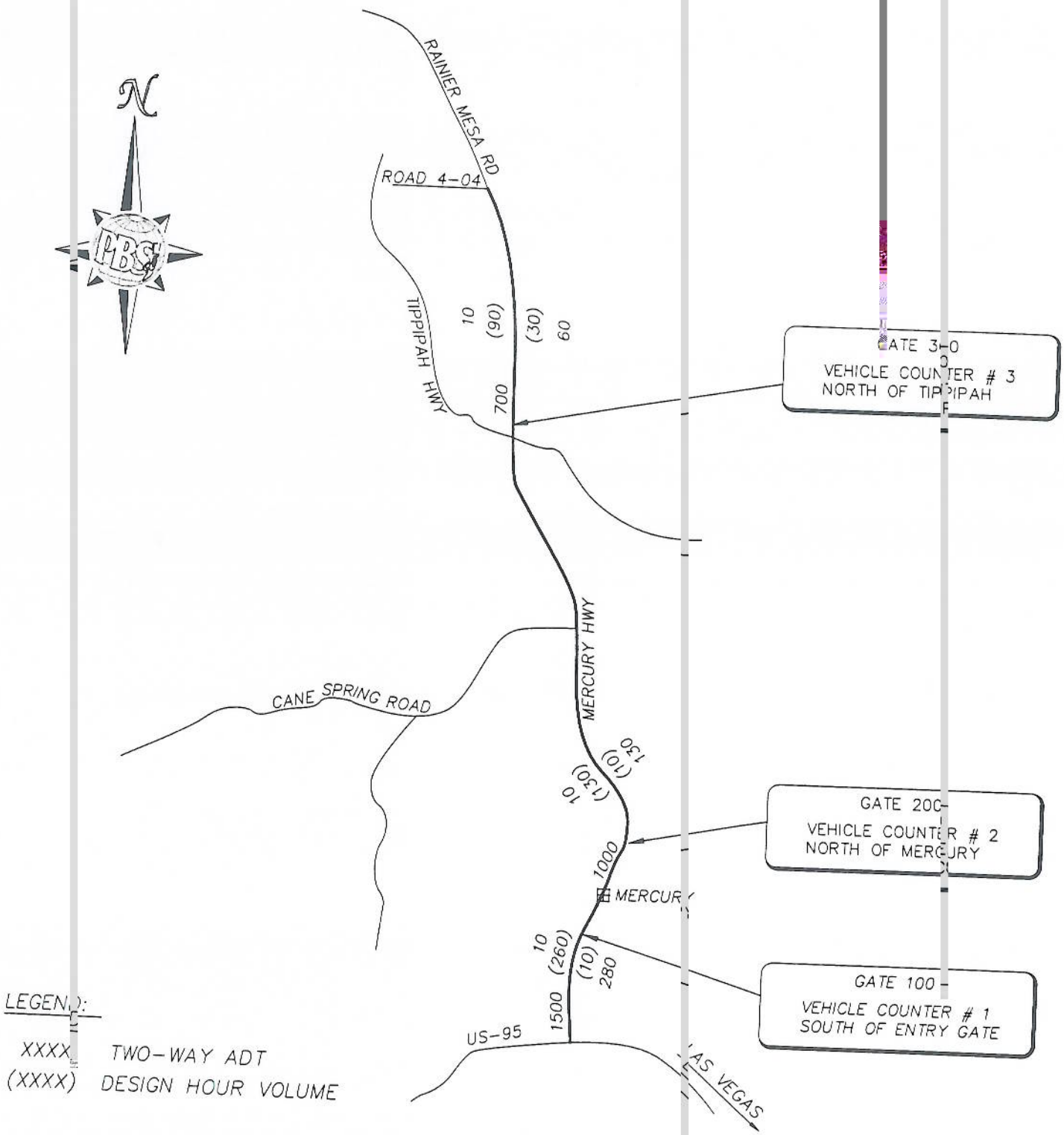


**Figure 2. Existing ADT and Peak Hour Volumes**

### Vehicle Classification

Twelve-hour manual classification counts were conducted between May 25 and 27, 1999, at the following locations:

- Mercury Highway south of the NTS Entry Gate
- Mercury Highway north of Mercury
- Mercury Highway north of the Tippipah Intersection

Review of data collected at the above locations revealed that approximately 1 percent trucks and 6 percent buses were present during the a.m. peak hour, and approximately 2 percent trucks and 1 percent buses were present during the p.m. peak hour at the location south of the NTS Entry Gate. At the location north of Mercury, data showed approximately 4 percent trucks and 5 percent buses were present during the a.m. peak hour, and 8 percent trucks and 7 percent buses were present during the p.m. peak hour. On Mercury Highway north of the Tippipah Intersection, approximately 4 percent trucks and 12 percent buses were present during the a.m. peak hour, and 16 percent trucks and 6 percent buses were present during the p.m. peak hour. Table 5 summarizes vehicle classification data for the a.m. and p.m. peak hours.

**Table 5. Vehicle Classification**

| Location | A.M. Peak Hour Total Two-Way Traffic | | | P.M. Peak Hour Total Two-Way Traffic | | |
|---|---|---|---|---|---|---|
| | Trucks | Buses | Autos | Trucks | Buses | Autos |
| Mercury Highway South of NTS Entry Gate (5/25/99) | 2 (1%) | 16 (6%) | 216 (93%) | 3 (2%) | 2 (1%) | 191 (97%) |
| Mercury Highway North of Mercury (5/26/99) | 5 (4%) | 7 (5%) | 126 (91%) | 9 (8%) | 8 (7%) | 98 (90%) |
| Mercury Highway North of Tippipah (5/27/99) | 3 (4%) | 8 (12%) | 58 (84%) | 10 (16%) | 4 (6%) | 49 (78%) |

### Levels of Service

Traffic data collected at the three locations along Mercury Highway will be used to perform the operational analysis of the two-lane section of highway south of the NTS Entry Gate, the two-lane section of highway north of Mercury, and the two-lane section of highway north of the Tippipah Intersection.

Level of service (LOS) is a rating system commonly used in traffic engineering to measure the effectiveness of operating conditions of roadways and intersections. LOS criteria for two-lane highways address both mobility and accessibility concerns. A two-lane highway is generally defined as a two-lane roadway having one lane for use by traffic in each direction. Passing of slower vehicles requires using the opposing lane where sight distance and gaps in the opposing traffic stream permit. As volumes and/or geometric restrictions increase, the ability to pass decreases, resulting in the formation of platoons in the traffic stream. Motorists in these platoons are subject to delay because of their inability to pass. For these reasons, three parameters are used to describe LOS for two-lane highways:

- Average travel speed
- Percent time delay
- Capacity utilization

Ideal conditions for two-lane highways are defined as having no restrictive geometric, traffic, or environmental conditions. Specifically they include:

- Design speed greater than or equal to 60 mph
- Lane widths greater than or equal to 12 feet
- Clear shoulders wider than or equal to 6 feet
- No "no passing zones" on the highway
- All passenger cars in the traffic stream
- A 50/50 directional split of traffic
- No impediments to through traffic due to traffic control or turning vehicles
- Level terrain

Generally, there are six levels of service, ranging from A to F. LOS A represents the highest quality of traffic service and occurs when motorists are able to drive at their desired speed, passing demand is below passing capacity, and almost no platoons of three or more vehicles are observed. Drivers would be delayed no more than 30 percent of the time by slow-moving vehicles, and the maximum flow rate of 420 passenger cars per hour, total in both directions, may be achieved.

LOS B characterizes the region of traffic flow where speeds of 55 mph or slightly higher are expected on level terrain. Drivers are delayed up to 45 percent of the time on average. Service flow rates of 750 passenger cars per hour, total in both directions, can be achieved.

At LOS C a noticeable platoon formation, platoon size, and frequency of passing impediment is observed. Average speed still exceeds 52 mph on level terrain; however, drivers are delayed up to 60 percent of the time. A service flow rate of 1,200 passenger cars per hour, total in both directions, can be accommodated under ideal conditions.

Unstable traffic flow is approached at LOS D. Passing becomes difficult as passing demand exceeds passing capacity. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 50 mph can still be maintained under ideal conditions. The time motorists are delayed approaches 75 percent. Maximum service flow rates of 1,800 passenger cars per hour, total both directions, can be maintained under ideal conditions.

At LOS E the time motorists are delayed exceeds 75 percent. Under ideal conditions, speeds will drop below 50 mph. Passing is virtually impossible, and platooning becomes intense when slower vehicles or other interruptions are encountered.

As with other highway types, LOS F represents heavily congested flow with traffic demand exceeding capacity.

Using techniques described in the 1994 *Highway Capacity Manual*, an operational analysis of general terrain segments on two-lane highways was conducted for existing traffic flows at three locations along Mercury Highway. For analysis purposes, a design speed of 60 mph was assumed. The design speed establishes the maximum degree of curvature and minimum sight distance necessary for safe operation.

The results of the two-lane rural highway analysis indicate that all three locations evaluated are currently operating at acceptable LOS as shown in Table 6. Based on field observations, it was determined that traffic and operational characteristics of Rainier Mesa Road could be represented by the data collected and analyzed at the location on Mercury Highway north of the Tippipah Intersection. Therefore, based on this assumption, Rainier Mesa Road is predicted to operate at an acceptable LOS A. LOS calculations are in Appendix B.

Future traffic volumes were estimated to determine LOS in year 2019. An area-wide growth of 4 percent per year was assumed. From this percentage, a growth factor of 2.19 was applied to existing traffic volumes.

**Table 6. Two-Lane Rural Highway Levels of Service**

| Location | Existing | | Future | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | A.M. | | | P.M. | | |
| | A.M. | P.M. | 0' | 2' | 6-8' | 0' | 2' | 6-8' |
| Mercury Highway South of NTS Entry Gate | C | C | D | D | D | D | D | D |
| Mercury Highway North of Mercury | A | B | C | B | B | C | C | B |
| Mercury Highway North of the Tippipah Intersection | A | A | B | A | A | B | B | B |

Figure 3 shows the future year 2019 ADT and a.m. and p.m. peak hour volumes used in the analysis of Mercury Highway. The existing highway cross-section consists of two 13-foot travel lanes with no shoulders. A highway with restricted or narrow shoulders has the affect of forcing a motorist to drive closer to vehicles in the opposing lane than they would normally. Drivers avoid roadside objects or point restrictions perceived to be close enough to the roadside to pose a hazard. Motorists compensate for driving closer to opposing vehicles by slowing down and/or by leaving larger headways between vehicles in the same lane, resulting in lower flow rates being sustained at any given speed. The analysis of future conditions considered the impacts of varied shoulder widths on LOS. The impacts of no shoulders, partial shoulders (2-foot), and full shoulders (6- to 8-foot) were evaluated under year 2019 traffic conditions; the resulting LOS are shown in Table 6.

## Lane and Shoulder Widths

Mercury Highway is under NTS jurisdiction. It is best defined as a local road because it only provides access on the NTS and does not serve intra-county or statewide travel. Design standards based on the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets 1990* recommend that Mercury Highway be constructed with two 12-foot travel lanes and graded 8-foot shoulders. This recommendation is based upon the highway's design hour volume and its classification as a local road. AASHTO recommends 8-foot graded shoulders on local and rural collectors and 8-foot paved shoulders on rural arterials. However, AASHTO recognizes that, while paved shoulders are desirable, they may not always be feasible due to economic limitations. The more important advantages of well-designed and properly maintained shoulders are:

- A shoulder may be used as a utility lane in an emergency.
- Space is provided to escape potential accidents or reduce their severity.
- The sense of openness created by shoulders of adequate width contributes to driving ease and freedom from strain.
- Highway capacity is improved; uniform speed is encouraged; and sight distance is improved.
- Lateral clearance is provided for signs and guardrails.

- Stormwater can be discharged further from the pavement, and seepage adjacent to the pavement can be minimized; this may directly reduce pavement breakup.
- Structural support is given to the pavement.

Based on these considerations and AASHTO standards, the recommended section for the Mercury Highway and Rainier Mesa Road is two 12-foot travel lanes with 2-foot paved shoulders and 6-foot graded shoulders. This section geometry is illustrated in the typical sections provided in Appendix C.

### Accident History

Accident data were collected for Mercury Highway at the NTS from the office of the Nye County Sheriff. That data showed that in 1996 no accidents were reported; in 1997 two accidents were reported; in 1998 three accidents were reported; and in 1999 three accidents have been reported to date. No information was available on types or severity of accidents. Although the number of accidents has increased, the lack of both traffic volume data from these years and detailed accident reports prevents an accurate determination of the root cause of the increase. Assuming that traffic volumes have remained relatively unchanged in recent years, this information suggests that the condition of the roadway has been a contributing factor.

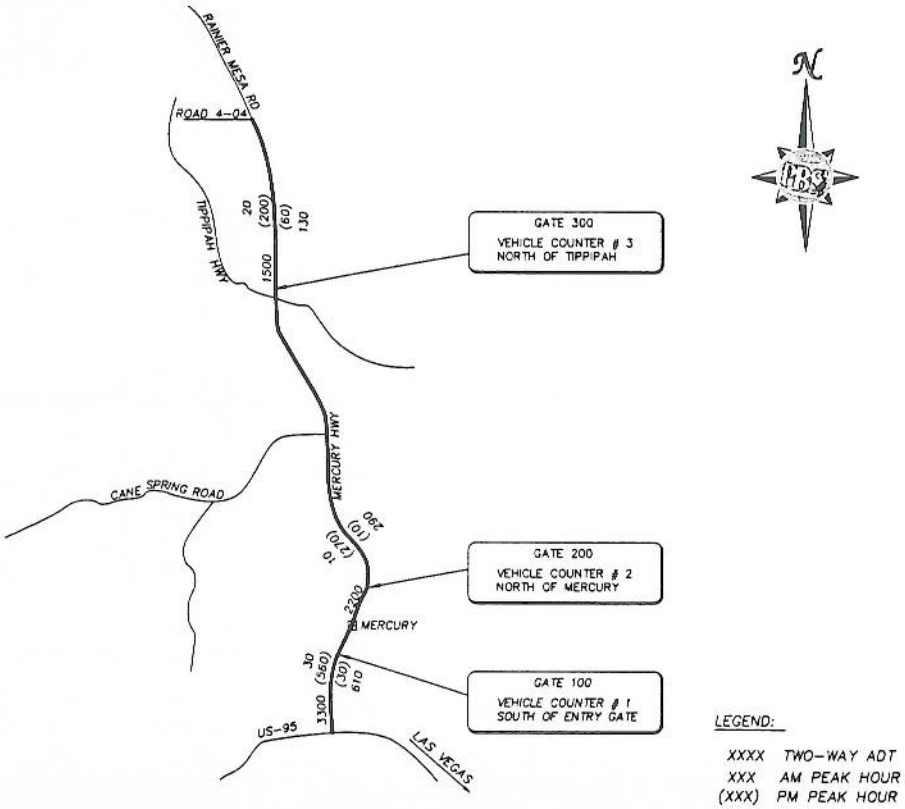


**Figure 3. Future ADT and Peak Volumes**

# 3

# PAVEMENT CONDITION

## General Pavement Condition

The existing pavement for the study area limits consists of hot mixed asphalt (HMA) concrete with one or more applications of bituminous surface treatments (chip seals). All pavement included in this renovation project is cracked and is in many areas also rutted. The predominate crack form found on Mercury Highway is block or thermal cracking associated with an aged HMA. This form of cracking covers the full length of the highway. In addition, many areas of fatigue cracking (alligator cracking) exist in the wheelpaths, indicating the loss of the load-carrying or structural capacity of the pavement.

Wheelpaths are also rutted in many areas, indicating that the pavement has fatigue cracked and the gravel base and subgrade soils are beginning to displace from the applied truck loads. As trucks travel on the highway, the pavement deflects and, in time, the pavement fatigue cracks start with the weakest areas (where pavement bends the most) and progresses into stronger areas. As the pavement fatigue cracks, more of the load from heavy trucks is passed onto the base and subgrade material causing permanent deformation in those materials and rutting at the pavement surface.

The following section provides a more detailed description of the pavement condition observed throughout the project. Because there were no mile posts or location references, other than gates or road names on the Mercury Highway, pavement conditions will be described between general landmarks along the highway. See Appendix D for a map illustrating the locations of each pavement section and corresponding photographs.

**Detailed Pavement Condition**

**Section 1**—NTS boundary to Guard Station 100

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking in the eastbound lane. Multiple chip seals. See Photo 24.

**Section 2**—Guard Station 100 to Mercury Bypass South "Y"

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking in the eastbound lane. Multiple chip seals. See Photo 24.

**Section 3**—Mercury Bypass South "Y" to Mercury Bypass North "Y"

Medium severity block cracking throughout with some low severity fatigue (alligator) cracking. Multiple chip seals. Some minor rutting less than one-half inch.

**Section 4**—Mercury Bypass North "Y" to Junction Guard Station 200

Low severity block cracking with medium severity transverse cracking throughout with some low severity fatigue (alligator) cracking. Multiple chip seals. See Photos 1 and 2

**Section 5**—Guard Station 200 to Junction Old Road on Left

Low severity block cracking and medium severity transverse cracking throughout with low to medium severity fatigue (alligator) cracking in the eastbound lane. Multiple chip seals. See Photo 3.

**Section 6**—Junction Old Road to 5-01 Road

Medium severity block cracking throughout with medium severity fatigue (alligator) cracking in both lanes. Multiple chip seals. See Photo 4.

**Section 7**—5-01 Road to Junction Old Road

Medium severity block cracking throughout with medium to high severity fatigue (alligator) cracking. Multiple chip seals. See Photo 5.

**Section 8**—Junction Old Road to Site B Road

Medium severity block cracking throughout with some low to medium severity fatigue (alligator) cracking. Multiple chip seals except for single chip seal for last two miles. See Photo 6. Pavement changed about two miles before Site B road, which appears to be where last chip seal ended.

**Section 9**—Site B Road to Cane Spring Road

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking. Multiple chip seals.

**Section 10**—Cane Spring Road to DAF Road

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking. Multiple chip seals. See Photos 10 and 20.

**Section 11**—DAF Road to Begin Passing Lane

Low to medium severity block cracking with low severity fatigue cracking. Newer chip seal. See Photo 12. (The start of the newer chip seal can be seen in Photo 12.)

**Section 12**—Begin Passing Lane to Tippipah Highway

Low to medium severity block cracking with low severity fatigue cracking. Newer chip seal. Pavement in somewhat better condition here (less serious fatigue cracking) compared to the pavement before and after this section.

**Section 13**—Tippi ah Highway to Junction Rainier Mesa Road

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking. Multiple chip seals. See Photos 14, 15, 16, and 17. (Photo 15 was taken at the Tweezer Road Intersection.) The widening for the channelization is not as fatigue cracked as the existing pavement.

**Begin Rainier Mesa Road**

**Section 14**—Junction Old Mercury Highway to BEEF Road (4-04)

Medium severity block cracking throughout with low to medium severity fatigue (alligator) cracking. See Photo 18. Rainier Mesa Road appears to have been constructed at a different time than Mercury Highway. It is much more distorted, with numerous waves or sags in the pavement (see Photo 19). The old asphalt layer does not seem as thick on this road, and the structure is probably much weaker. The last chip seal is older than most on Mercury Highway. It is difficult to drive more than 45 mph on this road because of the distorted surface. This area is where many underground tests were conducted, and ground depressions are visible near the roadway. These underground tests subjected the road to seismic-type displacements.

## Pavement Condition Summary

Table 7 summarizes the pavement condition of the various roadway segments on this project, with their corresponding section and photo numbers.

**Table 7. Summary of Pavement Condition**

| Section Description | Photo No. | Sect. No. | Block Cracking | | | Fatigue Cracking | | | Wave Sags | | | ESAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Distress Severity Level** | | | L | M | H | L | M | H | L | M | H | 20-Year |
| NTS boundary to Guard Station 100 | 24 | 1 | | X | | X | X | | | | | 1.0 M |
| Guard Station 100 to Mercury BP South Y | 24 | 2 | | X | | X | X | | | | | 1.0 M |
| Mercury BP South Y to Mercury BP North Y | | 3 | | X | | X | | | | | | 1.0 M |
| Mercury BP North Y to Junction Guard Station 200 | 1, 2 | 4 | | X | | X | | | | | | 1.0 M |
| Guard Station 200 to Junction Old Road on Left | 3 | 5 | | X | | X | X | | | | | 1.1 M |
| Junction Old Road to 5-01 Road | 4 | 6 | | X | | | X | | | | | 1.1 M |
| 5-01 Road to Junction Old Road | 5 | 7 | | X | | | X | X | | | | 1.1 M |
| Junction Old Road to Site B Road | 6 | 8 | | X | | | X | | | | | 1.1 M |
| Site B Road to Cane Spring Road | | 9 | | X | | X | X | | | | | 1.1 M |
| Cane Spring Road to DAF Road | 10, 20 | 10 | | X | | X | X | | | | | 1.1 M |
| DAF Road to Begin Passing Lane | 12 | 11 | | X | | X | | | | | | 1.1 M |
| Begin Passing Lane to Tippipah Highway | | 12 | X | X | | X | | | | | | 1.1 M |
| Tippipah Highway to Junction Rainier Mesa Road | 14 - 17 | 13 | | X | | X | X | | | | | 0.9 M |
| Junction Old Mercury Highway to BEEF Road (4-04) | 18 | 14 | | X | | | X | | | X | X | 0.9 M |

L, M, H refers to the severity of each distress type (i.e., low, medium, high)
BP = bypass

# 4

# PAVEMENT TRAFFIC DATA

## Traffic Loads

For a one-week period, PBS&J conducted a traffic survey consisting of a total count of all vehicles at Gates 100, 200, and 300. The survey also consisted of an abbreviated vehicle classification survey for 12 hours mid-week at each gate. An abbreviated vehicle classification survey is adequate where truck weights are not collected.

**Table 8. Truck Percentage (from 12-Hour Count)**

| Gate | Multi | SU | Bus | Total V. | Trucks | Trucks (%) |
|---|---|---|---|---|---|---|
| 100 | 49 | 22 | 30 | 1014 | 101 | 10 |
| 200 | 32 | 63 | 27 | 780 | 122 | 16 |
| 300 | 32 | 59 | 22 | 599 | 112 | 19 |

Multi = Multiple-axle truck (4 to 7 axles)
SU = Single-unit truck (2 to 3 axles)

For pavement design purposes, truck loads are represented by the number of equivalent single-axle loads (ESAL) that will produce the same pavement damage as the total number of truck loads. The number of ESALs for a fully loaded combination truck is between 3 and 5 depending upon the number of axles and total load. When the truck is unloaded, the total ESAL per truck may be one quarter to one half ESAL. Thus, the average ESAL for the general mix of trucks traveling on most state highways is about 1.0 ESAL per truck. It was assumed that trucks serving the NTS are running more heavily loaded than those on the state highway; therefore, the average ESAL per truck was estimated to be about 2.0 ESAL per truck. A truck weight study would be needed to confirm what the actual ESAL per truck is on this facility. In Table 9 the ESAL estimates for 10 and 20 years were based on the percent trucks from the 12-hour classification data shown in Table 8 and applying it to the ADT for the week of vehicle counts.

**Table 9. Truck Load Estimate**

| Gate/Guard Station | 100 | 200 | 300 |
|---|---|---|---|
| Sunday | 111 | 113 | 77 |
| Monday | 1,521 | 981 | 604 |
| Tuesday | 1,522 | 1,002 | 634 |
| Wednesday | 1,540 | 980 | 702 |
| Thursday | 1,446 | 964 | 722 |
| Friday | 370 | 360 | 156 |
| Saturday | 105 | 123 | 51 |
| Weekly Total (from 7-day count) | 6,615 | 4,523 | 2,946 |
| | | | |
| Daily Average (of 7-day count) | 945 | 646 | 421 |
| | | | |
| % Trucks and Buses (from 12-hour count) | 10 | 16 | 19 |
| | | | |
| Total Trucks and Buses (% T&B x Daily Average) | 95 | 103 | 80 |
| | | | |
| 10 Year ESAL* (Total Directional T&B) | 413,910 | 452,817 | 350,237 |
| | | | |
| 20 year ESAL* (Total Directional T&B) | 1,034,775 | 1,132,042 | 875,593 |

* Assuming 2.0 ESAL per truck and 4 percent annual growth

The 10- and 20-year ESAL estimates were determined by calculating the total number of trucks and buses (at 2.0 ESAL each) traveling in one direction at each location for 10 and 20 years using an annual growth of 4 percent. There is potential error in computing ESALs from the limited data shown in Table 9. No corrections were applied for weekly, monthly, or seasonal variation in the traffic from the limited half-day classification and one-week total vehicle count. However, in the AASHTO pavement thickness design equation, the thickness is related to the logarithm of the ESAL value. Given the lack of other pertinent information to help design the required pavement thicknesses, and assuming that approximately 400,000 ESALs will be applied in 10 years and 1,000,000 ESALs in 20 years, this information is adequate for the purpose of this analysis.

# 5

# PAVEMENT RECOMMENDATIONS

### Existing Pavement

Limited information is available on existing pavement layers and subgrade strengths along Mercury Highway. One pavement section was provided for a roadway segment designed in 1969 and presumably constructed in 1970. The section shows 5 inches of hot mix ACP and 5 inches of untreated base placed over compacted fill from Station M 15+00 to Station M 117+50. The stationing might indicate that the section was built from the interchange of US 95 to Guard Station 100. No other information was available on the existing pavement sections.

### Structural Condition of the Pavement

This analysis was performed with no information on the existing structural condition of the pavement. Pavement layers and depths are not known. The strength or stiffness of the natural soils that the pavement layers protect is not known. The pavement section noted above has an AASHTO Structural Number (SN) of about 2.70. The AASHTO *Guide for Design of Pavement Structures* published in 1993 provided some design guidance for low-volume roads such as Mercury Highway by providing "Flexible Pavement Design Catalogs for Low-Volume Roads." The catalogs are shown on Page II-80 of the guide. For fair to poor roadbed soils, an SN of 3.2 to 3.6 is indicated for conditions similar to those found on Mercury Highway, indicating that the pavement section noted above would be structurally deficient if built now at this time. To achieve the required SN, the hot mix thickness would need to be increased an additional 2 inches. Because the pavement in this section has fatigue cracked, an additional 4 to 5 inches of hot mixed ACP would be required to provide a structurally adequate pavement.

### Pavement Service

The existing Mercury Highway pavement surface shows recurring signs of structural failure in the form of fatigue or alligator cracking. Some sections of highway have intermittent areas of low severity fatigue cracking, indicating that the pavement is beginning to undergo fatigue failure. Other highway sections have almost continual medium severity fatigue cracking, indicating that the pavement has undergone fatigue failure of the hot mix ACP. In these areas, the pavement is starting to rut, indicating that the base

gravel and subgrade soil is also undergoing permanent deformation due to truck loads imposed on the pavement surface that are not evenly distributed through the pavement and base to the subgrade. In areas of medium severity fatigue cracking, rutting will continue to worsen as will pavement smoothness and ride comfort. Those sections beginning to undergo fatigue failure will eventually look like the areas with more fully advanced fatigue failure.

At this time, it is difficult to predict how rapidly various pavement sections will deteriorate. This is difficult to determine because of the absence of pavement data such as age, prior maintenance, past truck loading, layer configuration, and subsurface layer conditions. The only information available is the surface condition and current traffic loads. Current traffic may not be the most accurate assessment of past truck traffic or, likewise, a predictor of future traffic.

The choice of rehabilitation treatments over the next 20 years will depend upon what DOE wants the pavement to look like at the end of 20 years. If DOE anticipates there will be little need for the pavement to carry traffic at the end of the next 20 years, then continued reapplication of chip seals at about 6-year cycles over the length of the project will keep the road passable; however, the ride will continue to degrade and likely cause added wear to vehicles using the highway, and will increase the possibility of accidents. Currently, Mercury Highway is smooth enough to allow automobiles to travel at the posted speed of 55 mph. Rainier Mesa Road, however, has deteriorated to the level that automobile travel is comfortable only at speeds of about 35 to 40 mph. Comfortable truck travel is well below those speeds.

For DOE to maintain both Mercury Highway and Rainer Mesa Road with adequate structural strength so that they serve well beyond the next 20 years, carrying both automobile and truck traffic at the posted speeds, as well as to minimize damage to those vehicles traveling the road and minimize potential accidents, various pavement sections must be reconstructed. Appendix C illustrates the following structural sections:

## Mercury Highway

**For those areas with low severity fatigue cracking**

- Pre-level with 1-inch ACP
- Place 3 inches of ACP
- Chip seal at 6 years
- Overlay with 2 inches of ACP at 12 years
- Chip seal again at 18 years

If this treatment is delayed more than 4 to 5 years, assume that the pavement condition will deteriorate to medium severity fatigue cracking and the treatments for that condition will then apply.

**For areas with medium severity fatigue cracking**

*Alternate 1*

- Excavate and patch the most fatigue cracked and rutted pavement
- Pre-level with 1 1/2-inch ACP
- Place 4 inches of ACP
- Chip seal at 6 years
- Overlay with 2 inches of ACP at 12 years
- Chip seal again at 18 years

*Alternate 2*

- Cold recycle existing ACP using asphalt emulsion
- Overlay with 3 inches of ACP
- Chip seal at 7 years
- Overlay with 2 inches of ACP at 15 years
- Chip seal again at 20 years

## Rainier Mesa Road

*Alternate 1*

- Cold mill existing ACP full depth
- Add additional crushed surfacing to establish a new level roadway prism
- Place 5 inches of ACP
- Chip seal at 7 years
- Overlay with 2 inches of ACP at 15 years
- Chip seal at 20 years

*Alternate 2*

- Cold mill existing ACP full depth
- Add additional crushed surfacing to establish a new level roadway prism
- Process again with emulsion to a depth of 4 to 6 inches (5 percent CMS2S or comparable high float emulsion used in the process)
- Overlay with 3 inches of ACP
- Chip seal at 7 years
- Overlay with 2 inches of ACP at 15 years
- Chip seal at 20 years

Cold milling refers to processing the existing HMA with a reclaiming machine, which reduces the HMA to 2 inches or less in size. The millings may be treated as unbound granular base, or they may be bound with asphalt emulsion to make a bound base. When the millings are treated with emulsion, the process is called "cold recycle." In either case, the millings are overlaid with HMA. Where the base is unbound, the thickness of the HMA overlay is much greater than when the millings are bound with asphalt emulsion.

**Additional Pavement Considerations**

These design recommendations are based on visual observations and personal experience gained from developing detailed pavement rehabilitation programs and designs for more than 1,500 other similar projects. Once the Mercury Highway Rehabilitation Program has been developed and funded, it is recommended that more detailed standard pavement design procedures involving materials testing be used to finalize the rehabilitation design for each section.

# 6

# COST BENEFIT ANALYSIS

A 20-year cost benefit analysis was performed that compared the 20-year recommended renovations to the estimated 20-year minimum maintenance improvements described in Section 5. This analysis was based on the present worth (1999) of all improvements for construction costs using a discount interest rate of 4 percent ($i$ = investment rate of return – inflation rate). A 20-year cost comparison of the recommended renovations and the estimated minimum maintenance is provided in Table 10. Minimum maintenance consists of chip seal in the first year and at 6-year intervals. The analysis estimated a complete reconstruction cost at the end of the 20-year period for the minimum maintenance option. Also included in the analysis was an estimate of the delay costs as a result of lower speeds on the highway due to pavement deterioration. Assumptions for this trip delay and methods for determining construction costs are provided in Appendix E.

Additional impacts will result if the minimum maintenance option is chosen. These impacts include additional wear on vehicles traveling the highway and the potential for an increased accident rate. The potential for an increase in accidents is a function of the speed limit enforcement policy and driver characteristics. The potential for an increase in the accident rate and vehicle wear are difficult to quantify; consequently, these factors were not included in the cost benefit analysis but should be considered.

The analysis indicates that DOE could realize savings of approximately $42 million over the 20-year design period by performing the recommended renovations. These savings will be the result of avoiding the cost of trip delay as a result of lower speeds caused by roadway deterioration. Additionally, road safety will be maintained, and wear to vehicles minimized.

**Table 10. 20-Year Cost Benefit Analysis**

| | | |
|---|---|---|
| **Recommended Renovations** | | |
| **Mercury Highway (37 miles)** | | |
| **Low Severity Cracking (6 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | 4-inch ACP | 785 |
| 6 | Chip seal | 69 |
| 12 | 2-inch ACP overlay | 248 |
| 18 | Chip seal | 43 |
| **Medium Severity Cracking (31 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | 5 1/2-inch ACP | 5,560 |
| 6 | Chip seal | 356 |
| 12 | 2-inch ACP overlay | 1,282 |
| 18 | Chip seal | 222 |
| **Rainier Mesa Road (2.3 miles)** | | |
| **Year** | **Improvement** | **Improvement Costs ($K)** |
| Initial | Cold-mill full depth place 5-inch ACP | 451 |
| 7 | Chip seal | 25 |
| 15 | 2-inch ACP overlay | 84 |
| 20 | Chip seal | 15 |
| | Total 20-Year Costs | 9,140 |
| **Minimum Maintenance** | | |
| **Mercury Highway and Rainier Mesa Road (39.3 miles)** | | |
| **Year Initial** | **Improvement** | **Improvement Costs ($K)** |
| Initial | Chip seal | 570 |
| 6 | Chip seal | 451 |
| 12 | Chip seal | 356 |
| 20 | Complete reconstruction | 7,115 |
| | Total 20-Year Maintenance Costs | 8,492 |
| | Trip Delay Costs | 43,008 |
| | Total 20-Year Costs | 51,500 |

ACP = Asphalt concrete pavement

Based on 1999 costs

Cost estimate provided in Appendix E

Improvement costs adjusted to present worth (pw) where $i$ = 4% ($i$ = investment rate of return – inflation rate)

$$PW = \frac{F}{(1+i)^n}$$

n = number of years

F = single payment

# AVERAGE DAILY TRAFFIC

Location:Gate #100 Mercury Volumes for Sun. 5/23/99 03760013

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 0 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 0 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 1 | 1 | 2 | 3 | 4 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 0 | | 3 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 2 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 0 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 2 | 2 | 0 | 5 | 7 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 2 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 1 | | 1 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 0 | | 0 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 1 | 2 | 0 | 3 | 5 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 1 | | 0 | | |
| 3:15-3:30 | 1 | | 1 | | | 3:15-3:30 | 2 | | 0 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 0 | | 1 | | |
| 3:45-4:00 | 0 | 1 | 0 | 1 | 2 | 3:45-4:00 | 1 | 4 | 0 | 1 | 5 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 0 | | 2 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 0 | | 2 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 1 | | 1 | | |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 4:45-5:00 | 0 | 1 | 2 | 7 | 8 |
| 5:00-5:15 | 1 | | 0 | | | 5:00-5:15 | 1 | | 0 | | |
| 5:15-5:30 | 2 | | 0 | | | 5:15-5:30 | 2 | | 3 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 0 | | 2 | | |
| 5:45-6:00 | 0 | 3 | 0 | 0 | 3 | 5:45-6:00 | 2 | 5 | 0 | 5 | 10 |
| 6:00-6:15 | 0 | | 0 | | | 6:00-6:15 | 3 | | 3 | | |
| 6:15-6:30 | 1 | | 0 | | | 6:15-6:30 | 0 | | 1 | | |
| 6:30-6:45 | 0 | | 0 | | | 6:30-6:45 | 0 | | 1 | | |
| 6:45-7:00 | 2 | 3 | 0 | 0 | 3 | 6:45-7:00 | 0 | 3 | 2 | 7 | 10 |
| 7:00-7:15 | 0 | | 0 | | | 7:00-7:15 | 2 | | 1 | | |
| 7:15-7:30 | 2 | | 0 | | | 7:15-7:30 | 1 | | 0 | | |
| 7:30-7:45 | 3 | | 0 | | | 7:30-7:45 | 1 | | 0 | | |
| 7:45-8:00 | 4 | 9 | 0 | 0 | 9 | 7:45-8:00 | 0 | 4 | 0 | 1 | 5 |
| 8:00-8:15 | 5 | | 0 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 3 | | 1 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 2 | | 0 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 0 | 10 | 0 | 1 | 11 | 8:45-9:00 | 0 | 0 | 0 | 0 | 0 |
| 9:00-9:15 | 0 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 1 | | 1 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 2 | | 3 | | | 9:30-9:45 | 0 | | 1 | | |
| 9:45-10:00 | 1 | 4 | 0 | 4 | 8 | 9:45-10:00 | 0 | 0 | 0 | 1 | 1 |
| 10:00-10:15 | 2 | | 1 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 1 | | 2 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 0 | | 3 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 1 | 4 | 2 | 8 | 12 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 0 | | 0 | | | 11:00-11:15 | 0 | | 1 | | |
| 11:15-11:30 | 0 | | 2 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 1 | | 1 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 1 | 2 | 0 | 3 | 5 | 11:45-12:00 | 0 | 0 | 2 | 3 | 3 |
| Total Volumes | 36 | | 17 | | 53 | | 22 | | 36 | | 58 |
| Daily Totals | | | | | | | 58 | | 53 | | 111 |

Location:Gate #100 Mercury Volumes for Mon. 5/24/99 03760008

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 2 | | | 12:00-12:15 | 3 | | 11 | | |
| 12:15-12:30 | 1 | | 0 | | | 12:15-12:30 | 9 | | 13 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 6 | | 6 | | |
| 12:45-1:00 | 0 | 1 | 0 | 2 | 3 | 12:45-1:00 | 2 | 20 | 5 | 35 | 55 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 6 | | 4 | | |
| 1:15-1:30 | 1 | | 0 | | | 1:15-1:30 | 7 | | 14 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 9 | | 10 | | |
| 1:45-2:00 | 0 | 1 | 0 | 0 | 1 | 1:45-2:00 | 6 | 28 | 6 | 34 | 62 |
| 2:00-2:15 | 1 | | 0 | | | 2:00-2:15 | 8 | | 8 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 7 | | 15 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 4 | | 9 | | |
| 2:45-3:00 | 0 | 1 | 0 | 0 | 1 | 2:45-3:00 | 3 | 22 | 11 | 43 | 65 |
| 3:00-3:15 | 1 | | 0 | | | 3:00-3:15 | 10 | | 23 | | |
| 3:15-3:30 | 1 | | 1 | | | 3:15-3:30 | 9 | | 14 | | |
| 3:30-3:45 | 1 | | 0 | | | 3:30-3:45 | 8 | | 14 | | |
| 3:45-4:00 | 1 | 4 | 0 | 1 | 5 | 3:45-4:00 | 0 | 27 | 22 | 73 | 100 |
| 4:00-4:15 | 1 | | 0 | | | 4:00-4:15 | 6 | | 15 | | |
| 4:15-4:30 | 2 | | 2 | | | 4:15-4:30 | 4 | | 19 | | |
| 4:30-4:45 | 1 | | 0 | | | 4:30-4:45 | 4 | | 22 | | |
| 4:45-5:00 | 1 | 5 | 0 | 2 | 7 | 4:45-5:00 | 4 | 18 | 19 | 75 | 93 |
| 5:00-5:15 | 6 | | 0 | | | 5:00-5:15 | 2 | | 37 | | |
| 5:15-5:30 | 11 | | 0 | | | 5:15-5:30 | 0 | | 98 | | |
| 5:30-5:45 | 20 | | 2 | | | 5:30-5:45 | 6 | | 86 | | |
| 5:45-6:00 | 42 | 79 | 0 | 2 | 81 | 5:45-6:00 | 3 | 11 | 35 | 256 | 267 |
| 6:00-6:15 | 58 | | 2 | | | 6:00-6:15 | 2 | | 17 | | |
| 6:15-6:30 | 76 | | 1 | | | 6:15-6:30 | 2 | | 14 | | |
| 6:30-6:45 | 69 | | 7 | | | 6:30-6:45 | 0 | | 3 | | |
| 6:45-7:00 | 82 | 285 | 6 | 16 | 301 | 6:45-7:00 | 1 | 5 | 4 | 38 | 43 |
| 7:00-7:15 | 33 | | 4 | | | 7:00-7:15 | 2 | | 4 | | |
| 7:15-7:30 | 15 | | 11 | | | 7:15-7:30 | 2 | | 5 | | |
| 7:30-7:45 | 14 | [illegible] | 3 | [illegible] | [illegible] | 7:30-7:45 | 2 | | 1 | | |
| 7:45-8:00 | 23 | 85 | 2 | 19 | 104 | 7:45-8:00 | 0 | 6 | 4 | 14 | 20 |
| 8:00-8:15 | 11 | | 3 | | | 8:00-8:15 | 0 | | 2 | | |
| 8:15-8:30 | 16 | | 3 | | | 8:15-8:30 | 1 | | 6 | | |
| 8:30-8:45 | 15 | | 6 | | | 8:30-8:45 | 0 | | 3 | | |
| 8:45-9:00 | 9 | 51 | 6 | 18 | 69 | 8:45-9:00 | 2 | 3 | 0 | 11 | 14 |
| 9:00-9:15 | 4 | | 12 | | | 9:00-9:15 | 0 | | 1 | | |
| 9:15-9:30 | 9 | | 3 | | | 9:15-9:30 | 1 | | 2 | | |
| 9:30-9:45 | 5 | | 2 | | | 9:30-9:45 | 0 | | 1 | | |
| 9:45-10:00 | 15 | 33 | 10 | 27 | 60 | 9:45-10:00 | 0 | 1 | 0 | 4 | 5 |
| 10:00-10:15 | 5 | | 7 | | | 10:00-10:15 | 1 | | 1 | | |
| 10:15-10:30 | 8 | | 16 | | | 10:15-10:30 | 1 | | 1 | | |
| 10:30-10:45 | 10 | | 4 | | | 10:30-10:45 | 1 | | 0 | | |
| 10:45-11:00 | 9 | 32 | 11 | 38 | 70 | 10:45-11:00 | 0 | 3 | 1 | 3 | 6 |
| 11:00-11:15 | 7 | | 8 | | | 11:00-11:15 | 1 | | 1 | | |
| 11:15-11:30 | 11 | | 11 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 11 | | 14 | | | 11:30-11:45 | 1 | | 0 | | |
| 11:45-12:00 | 8 | 37 | 16 | 49 | 86 | 11:45-12:00 | 0 | 2 | 0 | 1 | 3 |
| Total Volumes | 614 | | 174 | | 788 | | 146 | | 587 | | 733 |
| Daily Totals | | | | | | | 760 | | 761 | | 1521 |

Location:Gate #100 Mercury Volumes for Tue. 5/25/99 03760007

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 8 | | 10 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 12 | | 13 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 15 | | 7 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 10 | 45 | 8 | 38 | 83 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 6 | | 10 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 5 | | 9 | | |
| 1:30-1:45 | 0 | | 1 | | | 1:30-1:45 | 3 | | 4 | | |
| 1:45-2:00 | 1 | 3 | 0 | 1 | 4 | 1:45-2:00 | 3 | 17 | 7 | 30 | 47 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 11 | | 11 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 2 | | 8 | | |
| 2:30-2:45 | 1 | | 0 | | | 2:30-2:45 | 2 | | 12 | | |
| 2:45-3:00 | 0 | 1 | 3 | 3 | 4 | 2:45-3:00 | 3 | 18 | 12 | 43 | 61 |
| 3:00-3:15 | 1 | | 5 | | | 3:00-3:15 | 4 | | 16 | | |
| 3:15-3:30 | 1 | | 2 | | | 3:15-3:30 | 6 | | 9 | | |
| 3:30-3:45 | 2 | | 0 | | | 3:30-3:45 | 2 | | 11 | | |
| 3:45-4:00 | 0 | 4 | 1 | 8 | 12 | 3:45-4:00 | 8 | 20 | 21 | 57 | 77 |
| 4:00-4:15 | 1 | | 3 | | | 4:00-4:15 | 0 | | 19 | | |
| 4:15-4:30 | 3 | | 2 | | | 4:15-4:30 | 11 | | 28 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 5 | | 13 | | |
| 4:45-5:00 | 4 | 8 | 0 | 5 | 13 | 4:45-5:00 | 5 | 21 | 21 | 81 | 102 |
| 5:00-5:15 | 5 | | 0 | | | 5:00-5:15 | 5 | | 34 | | |
| 5:15-5:30 | 9 | | 1 | | | 5:15-5:30 | 4 | | 97 | | |
| 5:30-5:45 | 16 | | 5 | | | 5:30-5:45 | 5 | | 86 | | |
| 5:45-6:00 | 32 | 62 | 2 | 8 | 70 | 5:45-6:00 | 6 | 20 | 35 | 252 | 272 |
| 6:00-6:15 | 55 | | 4 | | | 6:00-6:15 | 2 | | 15 | | |
| 6:15-6:30 | 61 | | 3 | | | 6:15-6:30 | 2 | | 6 | | |
| 6:30-6:45 | 94 | | 1 | | | 6:30-6:45 | 1 | | 8 | | |
| 6:45-7:00 | 74 | 284 | 3 | 11 | 295 | 6:45-7:00 | 3 | 8 | 7 | 36 | 44 |
| 7:00-7:15 | 27 | | 8 | | | 7:00-7:15 | 3 | | 4 | | |
| 7:15-7:30 | 19 | | 7 | | | 7:15-7:30 | 1 | | 3 | | |
| 7:30-7:45 | 13 | | 4 | | | 7:30-7:45 | 3 | | 5 | | |
| 7:45-8:00 | 23 | 82 | 8 | 27 | 109 | 7:45-8:00 | 4 | 11 | 7 | 19 | 30 |
| 8:00-8:15 | 6 | | 3 | | | 8:00-8:15 | 2 | | 6 | | |
| 8:15-8:30 | 19 | | 6 | | | 8:15-8:30 | 1 | | 1 | | |
| 8:30-8:45 | 7 | | 8 | | | 8:30-8:45 | 1 | | 2 | | |
| 8:45-9:00 | 17 | 49 | 4 | 21 | 70 | 8:45-9:00 | 1 | 5 | 1 | 10 | 15 |
| 9:00-9:15 | 8 | | 6 | | | 9:00-9:15 | 0 | | 1 | | |
| 9:15-9:30 | 11 | | 7 | | | 9:15-9:30 | 0 | | 1 | | |
| 9:30-9:45 | 7 | | 8 | | | 9:30-9:45 | 0 | | 2 | | |
| 9:45-10:00 | 12 | 38 | 10 | 31 | 69 | 9:45-10:00 | 0 | 0 | 1 | 5 | 5 |
| 10:00-10:15 | 6 | | 6 | | | 10:00-10:15 | 0 | | 1 | | |
| 10:15-10:30 | 9 | | 6 | | | 10:15-10:30 | 2 | | 1 | | |
| 10:30-10:45 | 7 | | 6 | | | 10:30-10:45 | 1 | | 0 | | |
| 10:45-11:00 | 8 | 30 | 5 | 23 | 53 | 10:45-11:00 | 0 | 3 | 1 | 3 | 6 |
| 11:00-11:15 | 8 | | 16 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 10 | | 2 | | | 11:15-11:30 | 1 | | 1 | | |
| 11:30-11:45 | 5 | | 10 | | | 11:30-11:45 | 0 | | 1 | | |
| 11:45-12:00 | 10 | 33 | 16 | 44 | 77 | 11:45-12:00 | 1 | 2 | 0 | 2 | 4 |
| Total Volumes | 594 | | 182 | | 776 | | 170 | | 576 | | 746 |
| Daily Totals | | | | | | | 764 | | 758 | | 1522 |

Location:Gate #100 Mercury Volumes for Wed. 5/26/99 03760006

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 1 | | 0 | | | 12:00-12:15 | 7 | | 3 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 9 | | 20 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 3 | | 7 | | |
| 12:45-1:00 | 0 | 1 | 0 | 0 | 1 | 12:45-1:00 | 2 | 21 | 7 | 37 | 58 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 8 | | 4 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 14 | | 12 | | |
| 1:30-1:45 | 2 | | 0 | | | 1:30-1:45 | 4 | | 4 | | |
| 1:45-2:00 | 1 | 5 | 0 | 0 | 5 | 1:45-2:00 | 4 | 30 | 2 | 22 | 52 |
| 2:00-2:15 | 2 | | 1 | | | 2:00-2:15 | 8 | | 11 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 6 | | 24 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 5 | | 13 | | |
| 2:45-3:00 | 0 | 2 | 3 | 4 | 6 | 2:45-3:00 | 2 | 21 | 8 | 56 | 77 |
| 3:00-3:15 | 3 | | 4 | | | 3:00-3:15 | 3 | | 15 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 8 | | 9 | | |
| 3:30-3:45 | 2 | | 0 | | | 3:30-3:45 | 8 | | 16 | | |
| 3:45-4:00 | 3 | 8 | 2 | 6 | 14 | 3:45-4:00 | 2 | 21 | 22 | 62 | 83 |
| 4:00-4:15 | 5 | | 5 | | | 4:00-4:15 | 5 | | 37 | | |
| 4:15-4:30 | 12 | | 2 | | | 4:15-4:30 | 9 | | 22 | | |
| 4:30-4:45 | 8 | | 4 | | | 4:30-4:45 | 4 | | 26 | | |
| 4:45-5:00 | 8 | 33 | 2 | 13 | 46 | 4:45-5:00 | 5 | 23 | 21 | 106 | 129 |
| 5:00-5:15 | 10 | | 1 | | | 5:00-5:15 | 2 | | 29 | | |
| 5:15-5:30 | 20 | | 6 | | | 5:15-5:30 | 0 | | 116 | | |
| 5:30-5:45 | 20 | | 5 | | | 5:30-5:45 | 6 | | 88 | | |
| 5:45-6:00 | 33 | 83 | 3 | 15 | 98 | 5:45-6:00 | 6 | 14 | 29 | 262 | 276 |
| 6:00-6:15 | 58 | | 2 | | | 6:00-6:15 | 1 | | 13 | | |
| 6:15-6:30 | 50 | | 5 | | | 6:15-6:30 | 1 | | 5 | | |
| 6:30-6:45 | 82 | | 4 | | | 6:30-6:45 | 2 | | 5 | | |
| 6:45-7:00 | 70 | 260 | 4 | 15 | 275 | 6:45-7:00 | 0 | 4 | 6 | 29 | 33 |
| 7:00-7:15 | 24 | | 5 | | | 7:00-7:15 | 3 | | 2 | | |
| 7:15-7:30 | 19 | | 12 | | | 7:15-7:30 | 4 | | 7 | | |
| 7:30-7:45 | 7 | | 4 | | | 7:30-7:45 | 3 | | 1 | | |
| 7:45-8:00 | 18 | 68 | 9 | 30 | 98 | 7:45-8:00 | 2 | 12 | 1 | 11 | 23 |
| 8:00-8:15 | 8 | | 6 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 14 | | 3 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 16 | | 4 | | | 8:30-8:45 | 0 | | 2 | | |
| 8:45-9:00 | 7 | 45 | 6 | 19 | 64 | 8:45-9:00 | 1 | 1 | 1 | 3 | 4 |
| 9:00-9:15 | 9 | | 6 | | | 9:00-9:15 | 1 | | 0 | | |
| 9:15-9:30 | 8 | | 9 | | | 9:15-9:30 | 2 | | 2 | | |
| 9:30-9:45 | 11 | | 4 | | | 9:30-9:45 | 2 | | 0 | | |
| 9:45-10:00 | 5 | 33 | 2 | 21 | 54 | 9:45-10:00 | 0 | 5 | 0 | 2 | 7 |
| 10:00-10:15 | 11 | | 9 | | | 10:00-10:15 | 2 | | 2 | | |
| 10:15-10:30 | 11 | | 4 | | | 10:15-10:30 | 0 | | 2 | | |
| 10:30-10:45 | 8 | | 5 | | | 10:30-10:45 | 1 | | 0 | | |
| 10:45-11:00 | 10 | 40 | 5 | 23 | 63 | 10:45-11:00 | 0 | 3 | 0 | 4 | 7 |
| 11:00-11:15 | 11 | | 9 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 10 | | 6 | | | 11:15-11:30 | 1 | | 1 | | |
| 11:30-11:45 | 6 | | 7 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 7 | 34 | 8 | 30 | 64 | 11:45-12:00 | 0 | 1 | 1 | 2 | 3 |
| Total Volumes | 612 | | 176 | | 788 | | 156 | | 596 | | 752 |
| Daily Totals | | | | | | | 768 | | 772 | | 1540 |

Location:Gate # 100 Mercury Volumes for Thurs. 5/27/99 03760005

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 1 | | 0 | | | 12:00-12:15 | 10 | | 13 | | |
| 12:15-12:30 | 1 | | 0 | | | 12:15-12:30 | 3 | | 7 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 7 | | 22 | | |
| 12:45-1:00 | 0 | 2 | 0 | 0 | 2 | 12:45-1:00 | 3 | 23 | 8 | 50 | 73 |
| 1:00-1:15 | 1 | | 0 | | | 1:00-1:15 | 7 | | 14 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 6 | | 14 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 3 | | 6 | | |
| 1:45-2:00 | 0 | 1 | 0 | 0 | 1 | 1:45-2:00 | 8 | 24 | 13 | 47 | 71 |
| 2:00-2:15 | 0 | | 1 | | | 2:00-2:15 | 7 | | 19 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 4 | | 8 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 7 | | 12 | | |
| 2:45-3:00 | 0 | 0 | 5 | 6 | 6 | 2:45-3:00 | 3 | 21 | 11 | 50 | 71 |
| 3:00-3:15 | 4 | | 4 | | | 3:00-3:15 | 3 | | 15 | | |
| 3:15-3:30 | 1 | | 0 | | | 3:15-3:30 | 6 | | 14 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 2 | | 17 | | |
| 3:45-4:00 | 0 | 5 | 1 | 5 | 10 | 3:45-4:00 | 3 | 14 | 21 | 67 | 81 |
| 4:00-4:15 | 4 | | 5 | | | 4:00-4:15 | 5 | | 21 | | |
| 4:15-4:30 | 1 | | 2 | | | 4:15-4:30 | 3 | | 24 | | |
| 4:30-4:45 | 1 | | 0 | | | 4:30-4:45 | 5 | | 8 | | |
| 4:45-5:00 | 2 | 8 | 0 | 7 | 15 | 4:45-5:00 | 0 | 13 | 16 | 69 | 82 |
| 5:00-5:15 | 4 | | 0 | | | 5:00-5:15 | 0 | | 26 | | |
| 5:15-5:30 | 14 | | 1 | | | 5:15-5:30 | 2 | | 101 | | |
| 5:30-5:45 | 16 | | 5 | | | 5:30-5:45 | 8 | | 89 | | |
| 5:45-6:00 | 37 | 71 | 2 | 8 | 79 | 5:45-6:00 | 1 | 11 | 34 | 250 | 261 |
| 6:00-6:15 | 59 | | 3 | | | 6:00-6:15 | 0 | | 10 | | |
| 6:15-6:30 | 70 | | 1 | | | 6:15-6:30 | 1 | | 6 | | |
| 6:30-6:45 | 84 | | 1 | | | 6:30-6:45 | 2 | | 5 | | |
| 6:45-7:00 | 64 | 277 | 3 | 8 | 285 | 6:45-7:00 | 1 | 4 | 1 | 22 | 26 |
| 7:00-7:15 | 23 | | 5 | | | 7:00-7:15 | 1 | | 2 | | |
| 7:15-7:30 | 20 | | 5 | | | 7:15-7:30 | 2 | | 2 | | |
| 7:30-7:45 | 19 | | 6 | | | 7:30-7:45 | 0 | | 4 | | |
| 7:45-8:00 | 12 | 74 | 4 | 20 | 94 | 7:45-8:00 | 0 | 3 | 4 | 12 | 15 |
| 8:00-8:15 | 14 | | 3 | | | 8:00-8:15 | 1 | | 1 | | |
| 8:15-8:30 | 15 | | 5 | | | 8:15-8:30 | 1 | | 0 | | |
| 8:30-8:45 | 9 | | 6 | | | 8:30-8:45 | 2 | | 0 | | |
| 8:45-9:00 | 8 | 46 | 3 | 17 | 63 | 8:45-9:00 | 0 | 4 | 1 | 2 | 6 |
| 9:00-9:15 | 6 | | 1 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 20 | | 6 | | | 9:15-9:30 | 1 | | 0 | | |
| 9:30-9:45 | 13 | | 8 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 12 | 51 | 12 | 27 | 78 | 9:45-10:00 | 0 | 1 | 0 | 0 | 1 |
| 10:00-10:15 | 7 | | 4 | | | 10:00-10:15 | 0 | | 1 | | |
| 10:15-10:30 | 8 | | 4 | | | 10:15-10:30 | 2 | | 1 | | |
| 10:30-10:45 | 17 | | 6 | | | 10:30-10:45 | 1 | | 1 | | |
| 10:45-11:00 | 3 | 35 | 7 | 21 | 56 | 10:45-11:00 | 0 | 3 | 0 | 3 | 6 |
| 11:00-11:15 | 9 | | 10 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 7 | | 10 | | | 11:15-11:30 | 1 | | 1 | | |
| 11:30-11:45 | 4 | | 7 | | | 11:30-11:45 | 1 | | 0 | | |
| 11:45-12:00 | 4 | 24 | 9 | 36 | 60 | 11:45-12:00 | 1 | 3 | 0 | 1 | 4 |
| Total Volumes | 594 | | 155 | | 749 | | 124 | | 573 | | 697 |
| Daily Totals | | | | | | | 718 | | 728 | | 1446 |

Location: Gate #100 | Mercury | Volumes for Fri. 5/28/99 | 03760009

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 2 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 4 | | 6 | | |
| 12:30-12:45 | 0 | | 1 | | | 12:30-12:45 | 0 | | 0 | | |
| 12:45-1:00 | 0 | 0 | 0 | 1 | 1 | 12:45-1:00 | 1 | 5 | 9 | 17 | 22 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 0 | | 2 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 1 | | 4 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 1 | | |
| 1:45-2:00 | 0 | 2 | 0 | 0 | 2 | 1:45-2:00 | 0 | 1 | 1 | 8 | 9 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 3 | | 3 | | |
| 2:15-2:30 | 0 | | 1 | | | 2:15-2:30 | 6 | | 1 | | |
| 2:30-2:45 | 0 | | 2 | | | 2:30-2:45 | 4 | | 6 | | |
| 2:45-3:00 | 0 | 0 | 3 | 6 | 6 | 2:45-3:00 | 0 | 13 | 1 | 11 | 24 |
| 3:00-3:15 | 1 | | 4 | | | 3:00-3:15 | 3 | | 5 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 0 | | 8 | | |
| 3:30-3:45 | 1 | | 1 | | | 3:30-3:45 | 2 | | 8 | | |
| 3:45-4:00 | 1 | 3 | 0 | 5 | 8 | 3:45-4:00 | 5 | 10 | 4 | 25 | 35 |
| 4:00-4:15 | 0 | | 4 | | | 4:00-4:15 | 2 | | 3 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 3 | | 4 | | |
| 4:30-4:45 | 1 | | 0 | | | 4:30-4:45 | 1 | | 2 | | |
| 4:45-5:00 | 0 | 1 | 2 | 6 | 7 | 4:45-5:00 | 2 | 8 | 4 | 13 | 21 |
| 5:00-5:15 | 3 | | 0 | | | 5:00-5:15 | 3 | | 5 | | |
| 5:15-5:30 | 7 | | 2 | | | 5:15-5:30 | 5 | | 6 | | |
| 5:30-5:45 | 7 | | 4 | | | 5:30-5:45 | 0 | | 10 | | |
| 5:45-6:00 | 10 | 27 | 0 | 6 | 33 | 5:45-6:00 | 0 | 8 | 8 | 29 | 37 |
| 6:00-6:15 | 11 | | 1 | | | 6:00-6:15 | 2 | | 2 | | |
| 6:15-6:30 | 15 | | 1 | | | 6:15-6:30 | 1 | | 4 | | |
| 6:30-6:45 | 9 | | 1 | | | 6:30-6:45 | 0 | | 3 | | |
| 6:45-7:00 | 9 | 44 | 1 | 4 | 48 | 6:45-7:00 | 0 | 3 | 2 | 11 | 14 |
| 7:00-7:15 | 4 | | 2 | | | 7:00-7:15 | 0 | | 0 | | |
| 7:15-7:30 | 8 | | 5 | | | 7:15-7:30 | 0 | | 0 | | |
| 7:30-7:45 | 1 | | 0 | | | 7:30-7:45 | 0 | | 1 | | |
| 7:45-8:00 | 5 | 18 | 2 | 9 | 27 | 7:45-8:00 | 0 | 0 | 2 | 3 | 3 |
| 8:00-8:15 | 3 | | 1 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 3 | | 2 | | | 8:15-8:30 | 1 | | 0 | | |
| 8:30-8:45 | 1 | | 0 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 3 | 10 | 2 | 5 | 15 | 8:45-9:00 | 0 | 1 | 1 | 1 | 2 |
| 9:00-9:15 | 8 | | 0 | | | 9:00-9:15 | 0 | | 2 | | |
| 9:15-9:30 | 3 | | 7 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 0 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 3 | 14 | 1 | 8 | 22 | 9:45-10:00 | 0 | 0 | 0 | 2 | 2 |
| 10:00-10:15 | 3 | | 1 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 1 | | 3 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 2 | | 6 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 4 | 10 | 0 | 10 | 20 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 0 | | 3 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 4 | | 3 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 1 | 5 | 1 | 7 | 12 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 134 | | 67 | | 201 | | 49 | | 120 | | 169 |
| Daily Totals | | | | | | | 183 | | 187 | | 370 |

Location:Gate # 100 Mercury Volumes for Sat. 5/29/99 03760014

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 3 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 2 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 1 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 1 | 1 | 0 | 6 | 7 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 1 | | 0 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 1 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 0 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 1 | 2 | 0 | 1 | 3 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 0 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 2 | | 1 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 0 | | 0 | | |
| 2:45-3:00 | 0 | 0 | 1 | 1 | 1 | 2:45-3:00 | 1 | 3 | 0 | 1 | 4 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 0 | | 0 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 2 | | 1 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 1 | | 0 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 0 | 3 | 1 | 2 | 5 |
| 4:00-4:15 | 1 | | 0 | | | 4:00-4:15 | 0 | | 0 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 1 | | 2 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 2 | | 0 | | |
| 4:45-5:00 | 0 | 1 | 1 | 1 | 2 | 4:45-5:00 | 0 | 3 | 1 | 3 | 6 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 2 | | 0 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 1 | | 2 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 1 | | 4 | | |
| 5:45-6:00 | 1 | 1 | 0 | 0 | 1 | 5:45-6:00 | 2 | 6 | 1 | 7 | 13 |
| 6:00-6:15 | 0 | | 0 | | | 6:00-6:15 | 0 | | 2 | | |
| 6:15-6:30 | 0 | | 0 | | | 6:15-6:30 | 0 | | 0 | | |
| 6:30-6:45 | 1 | | 0 | | | 6:30-6:45 | 1 | | 1 | | |
| 6:45-7:00 | 2 | 3 | 0 | 0 | 3 | 6:45-7:00 | 0 | 1 | 0 | 3 | 4 |
| 7:00-7:15 | 0 | | 0 | | | 7:00-7:15 | 0 | | 5 | | |
| 7:15-7:30 | 0 | | 0 | | | 7:15-7:30 | 0 | | 3 | | |
| 7:30-7:45 | 0 | | 1 | | | 7:30-7:45 | 1 | | 1 | | |
| 7:45-8:00 | 1 | 1 | 0 | 1 | 2 | 7:45-8:00 | 2 | 3 | 0 | 9 | 12 |
| 8:00-8:15 | 2 | | 0 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 3 | | 0 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 2 | | 1 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 4 | 11 | 2 | 3 | 14 | 8:45-9:00 | 1 | 1 | 1 | 1 | 2 |
| 9:00-9:15 | 2 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 0 | | 0 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 0 | | 3 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 2 | 4 | 2 | 5 | 9 | 9:45-10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00-10:15 | 3 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 2 | | 2 | | | 10:15-10:30 | 0 | | 1 | | |
| 10:30-10:45 | 0 | | 1 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 0 | 5 | 0 | 3 | 8 | 10:45-11:00 | 0 | 0 | 0 | 1 | 1 |
| 11:00-11:15 | 1 | | 0 | | | 11:00-11:15 | 0 | | 1 | | |
| 11:15-11:30 | 2 | | 2 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 1 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 1 | 4 | 0 | 3 | 7 | 11:45-12:00 | 0 | 0 | 0 | 1 | 1 |
| Total Volumes | 30 | | 17 | | 47 | | 23 | | 35 | | 58 |
| Daily Totals | | | | | | | 53 | | 52 | | 105 |

Location:Gate #200 Mercury Volumes for Sun. 5/23/99 03760011

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 1 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 2 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 1 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 0 | 1 | 1 | 5 | 6 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 1 | | 0 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 2 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 3 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 2 | 3 | 2 | 7 | 10 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 3 | | 1 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 2 | | 0 | | |
| 2:30-2:45 | 1 | | 0 | | | 2:30-2:45 | 1 | | 0 | | |
| 2:45-3:00 | 0 | 1 | 2 | 2 | 3 | 2:45-3:00 | 1 | 7 | 2 | 3 | 10 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 0 | | 4 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 0 | | 2 | | |
| 3:30-3:45 | 0 | | 1 | | | 3:30-3:45 | 2 | | 3 | | |
| 3:45-4:00 | 1 | 1 | 0 | 1 | 2 | 3:45-4:00 | 1 | 3 | 2 | 11 | 14 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 0 | | 1 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 0 | | 0 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 0 | | 0 | | |
| 4:45-5:00 | 1 | 1 | 0 | 0 | 1 | 4:45-5:00 | 0 | 0 | 0 | 1 | 1 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 0 | | 0 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 0 | | 0 | | |
| 5:30-5:45 | 1 | | 0 | | | 5:30-5:45 | 1 | | 2 | | |
| 5:45-6:00 | 2 | 3 | 0 | 0 | 3 | 5:45-6:00 | 0 | 1 | 0 | 2 | 3 |
| 6:00-6:15 | 0 | | 1 | | | 6:00-6:15 | 1 | | 4 | | |
| 6:15-6:30 | 0 | | 0 | | | 6:15-6:30 | 2 | | 0 | | |
| 6:30-6:45 | 2 | | 0 | | | 6:30-6:45 | 0 | | 1 | | |
| 6:45-7:00 | 3 | 5 | 0 | 1 | 6 | 6:45-7:00 | 0 | 3 | 0 | 5 | 8 |
| 7:00-7:15 | 2 | | 0 | | | 7:00-7:15 | 0 | | 2 | | |
| 7:15-7:30 | 0 | | 0 | | | 7:15-7:30 | 1 | | 0 | | |
| 7:30-7:45 | 0 | | 0 | | | 7:30-7:45 | 0 | | 0 | | |
| 7:45-8:00 | 2 | 4 | 1 | 1 | 5 | 7:45-8:00 | 1 | 2 | 0 | 2 | 4 |
| 8:00-8:15 | 3 | | 0 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 4 | | 0 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 2 | | 0 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 0 | 9 | 0 | 0 | 9 | 8:45-9:00 | 0 | 0 | 0 | 0 | 0 |
| 9:00-9:15 | 0 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 2 | | 0 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 3 | | 1 | | | 9:30-9:45 | 1 | | 0 | | |
| 9:45-10:00 | 4 | 9 | 0 | 1 | 10 | 9:45-10:00 | 0 | 1 | 0 | 0 | 1 |
| 10:00-10:15 | 0 | | 2 | | | 10:00-10:15 | 1 | | 0 | | |
| 10:15-10:30 | 0 | | 3 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 2 | | 4 | | | 10:30-10:45 | 1 | | 0 | | |
| 10:45-11:00 | 0 | 2 | 2 | 11 | 13 | 10:45-11:00 | 1 | 3 | 0 | 0 | 3 |
| 11:00-11:15 | 0 | | 1 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 0 | 0 | 0 | 1 | 1 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 35 | | 18 | | 53 | | 24 | | 36 | | 60 |
| Daily Totals | | | | | | | 59 | | 54 | | 113 |

Location: Gate # 200 | Mercury | Volumes for Mon. 5/24/99 | 03760001

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 1 | | | 12:00-12:15 | 8 | | 7 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 1 | | 10 | | |
| 12:30-12:45 | 0 | | 1 | | | 12:30-12:45 | 4 | | 2 | | |
| 12:45-1:00 | 0 | 0 | 1 | 3 | 3 | 12:45-1:00 | 5 | 18 | 7 | 26 | 44 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 10 | | 5 | | |
| 1:15-1:30 | 1 | | 0 | | | 1:15-1:30 | 5 | | 5 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 6 | | 4 | | |
| 1:45-2:00 | 0 | 1 | 0 | 0 | 1 | 1:45-2:00 | 4 | 25 | 16 | 30 | 55 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 6 | | 12 | | |
| 2:15-2:30 | 0 | | 1 | | | 2:15-2:30 | 4 | | 6 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 3 | | 11 | | |
| 2:45-3:00 | 0 | 0 | 0 | 1 | 1 | 2:45-3:00 | 6 | 19 | 7 | 36 | 55 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 4 | | 6 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 1 | | 10 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 2 | | 11 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 1 | 8 | 6 | 33 | 41 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 2 | | 4 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 1 | | 13 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 4 | | 12 | | |
| 4:45-5:00 | 0 | 0 | 1 | 1 | 1 | 4:45-5:00 | 3 | 10 | 22 | 51 | 61 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 2 | | 19 | | |
| 5:15-5:30 | 3 | | 0 | | | 5:15-5:30 | 2 | | 49 | | |
| 5:30-5:45 | 4 | | 0 | | | 5:30-5:45 | 0 | | 45 | | |
| 5:45-6:00 | 14 | 21 | 1 | 1 | 22 | 5:45-6:00 | 0 | 4 | 21 | 134 | 138 |
| 6:00-6:15 | 44 | | 0 | | | 6:00-6:15 | 3 | | 4 | | |
| 6:15-6:30 | 43 | | 0 | | | 6:15-6:30 | 0 | | 2 | | |
| 6:30-6:45 | 38 | | 0 | | | 6:30-6:45 | 0 | | 2 | | |
| 6:45-7:00 | 19 | 144 | 3 | 3 | 147 | 6:45-7:00 | 0 | 3 | 4 | 12 | 15 |
| 7:00-7:15 | 17 | | 8 | | | 7:00-7:15 | 1 | | 3 | | |
| 7:15-7:30 | 33 | | 4 | | | 7:15-7:30 | 0 | | 1 | | |
| 7:30-7:45 | 10 | | 0 | | | 7:30-7:45 | 1 | | 0 | | |
| 7:45-8:00 | 7 | 67 | 3 | 15 | 82 | 7:45-8:00 | 1 | 3 | 0 | 4 | 7 |
| 8:00-8:15 | 32 | | 3 | | | 8:00-8:15 | 1 | | 0 | | |
| 8:15-8:30 | 19 | | 2 | | | 8:15-8:30 | 0 | | 1 | | |
| 8:30-8:45 | 24 | | 4 | | | 8:30-8:45 | 0 | | 2 | | |
| 8:45-9:00 | 11 | 86 | 0 | 9 | 95 | 8:45-9:00 | 0 | 1 | 0 | 3 | 4 |
| 9:00-9:15 | 21 | | 4 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 9 | | 8 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 7 | | 8 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 7 | 44 | 13 | 33 | 77 | 9:45-10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00-10:15 | 6 | | 7 | | | 10:00-10:15 | 1 | | 0 | | |
| 10:15-10:30 | 11 | | 7 | | | 10:15-10:30 | 0 | | 1 | | |
| 10:30-10:45 | 8 | | 12 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 4 | 29 | 20 | 46 | 75 | 10:45-11:00 | 0 | 1 | 2 | 3 | 4 |
| 11:00-11:15 | 2 | | 8 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 4 | | 12 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 3 | | 12 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 2 | 11 | 10 | 42 | 53 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 403 | | 154 | | 557 | | 92 | | 332 | | 424 |
| Daily Totals | | | | | | | 495 | | 486 | | 981 |

Location:Gate # 200 Mercury Volumes for Tue. 5/25/99 03760002

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 10 | | 10 | | |
| 12:15-12:30 | 0 | | 1 | | | 12:15-12:30 | 10 | | 10 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 10 | | 4 | | |
| 12:45-1:00 | 0 | 0 | 0 | 1 | 1 | 12:45-1:00 | 9 | 39 | 9 | 33 | 72 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 8 | | 0 | | |
| 1:15-1:30 | 2 | | 0 | | | 1:15-1:30 | 8 | | 9 | | |
| 1:30-1:45 | 1 | | 0 | | | 1:30-1:45 | 8 | | 3 | | |
| 1:45-2:00 | 0 | 3 | 0 | 0 | 3 | 1:45-2:00 | 7 | 31 | 8 | 20 | 51 |
| 2:00-2:15 | 1 | | 3 | | | 2:00-2:15 | 3 | | 4 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 6 | | 11 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 4 | | 10 | | |
| 2:45-3:00 | 0 | 1 | 3 | 6 | 7 | 2:45-3:00 | 3 | 16 | 15 | 40 | 56 |
| 3:00-3:15 | 0 | | 5 | | | 3:00-3:15 | 2 | | 8 | | |
| 3:15-3:30 | 0 | | 1 | | | 3:15-3:30 | 6 | | 7 | | |
| 3:30-3:45 | 2 | | 1 | | | 3:30-3:45 | 5 | | 19 | | |
| 3:45-4:00 | 0 | 2 | 0 | 7 | 9 | 3:45-4:00 | 2 | 15 | 15 | 49 | 64 |
| 4:00-4:15 | 0 | | 2 | | | 4:00-4:15 | 4 | | 8 | | |
| 4:15-4:30 | 1 | | 0 | | | 4:15-4:30 | 1 | | 28 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 1 | | 11 | | |
| 4:45-5:00 | 1 | 2 | 2 | 4 | 6 | 4:45-5:00 | 11 | 17 | 12 | 59 | 76 |
| 5:00-5:15 | 1 | | 1 | | | 5:00-5:15 | 6 | | 18 | | |
| 5:15-5:30 | 1 | | 0 | | | 5:15-5:30 | 2 | | 32 | | |
| 5:30-5:45 | 4 | | 0 | | | 5:30-5:45 | 1 | | 51 | | |
| 5:45-6:00 | 11 | 17 | 0 | 1 | 18 | 5:45-6:00 | 0 | 9 | 22 | 123 | 132 |
| 6:00-6:15 | 35 | | 0 | | | 6:00-6:15 | 3 | | 5 | | |
| 6:15-6:30 | 37 | | 0 | | | 6:15-6:30 | 1 | | 3 | | |
| 6:30-6:45 | 33 | | 1 | | | 6:30-6:45 | 0 | | 2 | | |
| 6:45-7:00 | 17 | 122 | 2 | 3 | 125 | 6:45-7:00 | 0 | 4 | 4 | 14 | 18 |
| 7:00-7:15 | 17 | | 10 | | | 7:00-7:15 | 1 | | 2 | | |
| 7:15-7:30 | 26 | | 6 | | | 7:15-7:30 | 2 | | 2 | | |
| 7:30-7:45 | 20 | | 1 | | | 7:30-7:45 | 0 | | 3 | | |
| 7:45-8:00 | 18 | 81 | 7 | 24 | 105 | 7:45-8:00 | 1 | 4 | 7 | 14 | 18 |
| 8:00-8:15 | 6 | | 8 | | | 8:00-8:15 | 1 | | 0 | | |
| 8:15-8:30 | 11 | | 9 | | | 8:15-8:30 | 1 | | 0 | | |
| 8:30-8:45 | 20 | | 3 | | | 8:30-8:45 | 0 | | 1 | | |
| 8:45-9:00 | 23 | 60 | 2 | 22 | 82 | 8:45-9:00 | 0 | 2 | 1 | 2 | 4 |
| 9:00-9:15 | 16 | | 4 | | | 9:00-9:15 | 1 | | 1 | | |
| 9:15-9:30 | 7 | | 8 | | | 9:15-9:30 | 0 | | 1 | | |
| 9:30-9:45 | 6 | | 3 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 6 | 35 | 6 | 21 | 56 | 9:45-10:00 | 0 | 1 | 0 | 2 | 3 |
| 10:00-10:15 | 7 | | 8 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 5 | | 3 | | | 10:15-10:30 | 0 | | 1 | | |
| 10:30-10:45 | 7 | | 10 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 1 | 20 | 5 | 26 | 46 | 10:45-11:00 | 0 | 0 | 0 | 1 | 1 |
| 11:00-11:15 | 3 | | 12 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 6 | | 5 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 6 | | 8 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 3 | 18 | 6 | 31 | 49 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 361 | | 146 | | 507 | | 138 | | 357 | | 495 |
| Daily Totals | | | | | | | 499 | | 503 | | 1002 |

Location: Gate # 200 | Mercury | Volumes for Wed. 5/26/99 | 03760003

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 5 | | 8 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 7 | | 11 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 4 | | 9 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 4 | 20 | 2 | 30 | 50 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 9 | | 5 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 10 | | 10 | | |
| 1:30-1:45 | 1 | | 1 | | | 1:30-1:45 | 8 | | 6 | | |
| 1:45-2:00 | 0 | 3 | 0 | 1 | 4 | 1:45-2:00 | 8 | 35 | 3 | 24 | 59 |
| 2:00-2:15 | 1 | | 1 | | | 2:00-2:15 | 4 | | 7 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 6 | | 10 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 4 | | 13 | | |
| 2:45-3:00 | 0 | 1 | 3 | 4 | 5 | 2:45-3:00 | 4 | 18 | 12 | 42 | 60 |
| 3:00-3:15 | 0 | | 5 | | | 3:00-3:15 | 3 | | 4 | | |
| 3:15-3:30 | 2 | | 1 | | | 3:15-3:30 | 7 | | 13 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 3 | | 14 | | |
| 3:45-4:00 | 0 | 2 | 0 | 6 | 8 | 3:45-4:00 | 3 | 16 | 16 | 47 | 63 |
| 4:00-4:15 | 0 | | 2 | | | 4:00-4:15 | 5 | | 11 | | |
| 4:15-4:30 | 2 | | 0 | | | 4:15-4:30 | 1 | | 14 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 9 | | 13 | | |
| 4:45-5:00 | 0 | 2 | 1 | 3 | 5 | 4:45-5:00 | 4 | 19 | 18 | 56 | 75 |
| 5:00-5:15 | 3 | | 0 | | | 5:00-5:15 | 4 | | 17 | | |
| 5:15-5:30 | 1 | | 0 | | | 5:15-5:30 | 3 | | 50 | | |
| 5:30-5:45 | 5 | | 0 | | | 5:30-5:45 | 0 | | 44 | | |
| 5:45-6:00 | 9 | 18 | 1 | 1 | 19 | 5:45-6:00 | 0 | 7 | 17 | 128 | 135 |
| 6:00-6:15 | 33 | | 0 | | | 6:00-6:15 | 1 | | 5 | | |
| 6:15-6:30 | 43 | | 0 | | | 6:15-6:30 | 2 | | 4 | | |
| 6:30-6:45 | 41 | | 1 | | | 6:30-6:45 | 0 | | 2 | | |
| 6:45-7:00 | 22 | 139 | 3 | 4 | 143 | 6:45-7:00 | 0 | 3 | 4 | 15 | 18 |
| 7:00-7:15 | 19 | | 13 | | | 7:00-7:15 | 0 | | 3 | | |
| 7:15-7:30 | 34 | | 0 | | | 7:15-7:30 | 1 | | 2 | | |
| 7:30-7:45 | 20 | | 4 | | | 7:30-7:45 | 0 | | 2 | | |
| 7:45-8:00 | 16 | 89 | 5 | 22 | 111 | 7:45-8:00 | 1 | 2 | 1 | 8 | 10 |
| 8:00-8:15 | 9 | | 0 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 13 | | 5 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 10 | | 3 | | | 8:30-8:45 | 0 | | 2 | | |
| 8:45-9:00 | 16 | 48 | 2 | 10 | 58 | 8:45-9:00 | 0 | 0 | 0 | 2 | 2 |
| 9:00-9:15 | 12 | | 2 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 10 | | 4 | | | 9:15-9:30 | 1 | | 1 | | |
| 9:30-9:45 | 7 | | 2 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 3 | 32 | 2 | 10 | 42 | 9:45-10:00 | 1 | 2 | 0 | 1 | 3 |
| 10:00-10:15 | 7 | | 10 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 3 | | 18 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 7 | | 5 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 3 | 20 | 7 | 40 | 60 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 4 | | 11 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 4 | | 12 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 3 | | 7 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 6 | 17 | 3 | 33 | 50 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 371 | | 134 | | 505 | | 122 | | 353 | | 475 |
| Daily Totals | | | | | | | 493 | | 487 | | 980 |

Location:Gate #200 Mercury Volumes for Thurs. 5/27/99 03760004

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 1 | | 10 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 4 | | 4 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 3 | | 14 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 5 | 13 | 13 | 41 | 54 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 9 | | 14 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 4 | | 12 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 4 | | 11 | | |
| 1:45-2:00 | 1 | 3 | 1 | 1 | 4 | 1:45-2:00 | 8 | 25 | 8 | 45 | 70 |
| 2:00-2:15 | 0 | | 1 | | | 2:00-2:15 | 6 | | 3 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 7 | | 12 | 15 | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 12 | | 9 | | |
| 2:45-3:00 | 1 | 1 | 4 | 5 | 6 | 2:45-3:00 | 11 | 36 | 7 | 34 | 70 |
| 3:00-3:15 | 0 | | 4 | | | 3:00-3:15 | 7 | | 10 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 1 | | 8 | | |
| 3:30-3:45 | 2 | | 0 | | | 3:30-3:45 | 7 | | 10 | | |
| 3:45-4:00 | 0 | 2 | 1 | 5 | 7 | 3:45-4:00 | 3 | 18 | 13 | 41 | 59 |
| 4:00-4:15 | 0 | | 4 | | | 4:00-4:15 | 3 | | 12 | | |
| 4:15-4:30 | 0 | | 1 | | | 4:15-4:30 | 1 | | 20 | | |
| 4:30-4:45 | 0 | | 1 | | | 4:30-4:45 | 4 | | 9 | | |
| 4:45-5:00 | 0 | 0 | 0 | 6 | 6 | 4:45-5:00 | 7 | 15 | 20 | 61 | 76 |
| 5:00-5:15 | 2 | | 0 | | | 5:00-5:15 | 1 | | 7 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 1 | | 40 | | |
| 5:30-5:45 | 5 | | 0 | | | 5:30-5:45 | 1 | | 49 | | |
| 5:45-6:00 | 14 | 21 | 0 | 0 | 21 | 5:45-6:00 | 0 | 3 | 21 | 117 | 120 |
| 6:00-6:15 | 33 | | 0 | | | 6:00-6:15 | 1 | | 9 | | |
| 6:15-6:30 | 44 | | 0 | | | 6:15-6:30 | 2 | | 3 | | |
| 6:30-6:45 | 43 | | 0 | | | 6:30-6:45 | 0 | | 1 | | |
| 6:45-7:00 | 12 | 132 | 1 | 1 | 133 | 6:45-7:00 | 0 | 3 | 7 | 20 | 23 |
| 7:00-7:15 | 13 | | 14 | | | 7:00-7:15 | 0 | | 2 | | |
| 7:15-7:30 | 16 | | 5 | | | 7:15-7:30 | 0 | | 1 | | |
| 7:30-7:45 | 20 | | 0 | | | 7:30-7:45 | 2 | | 0 | | |
| 7:45-8:00 | 27 | 76 | 0 | 19 | 95 | 7:45-8:00 | 0 | 2 | 3 | 6 | 8 |
| 8:00-8:15 | 13 | | 2 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 15 | | 4 | | | 8:15-8:30 | 1 | | 0 | | |
| 8:30-8:45 | 14 | | 7 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 6 | 48 | 1 | 14 | 62 | 8:45-9:00 | 1 | 2 | 0 | 0 | 2 |
| 9:00-9:15 | 8 | | 6 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 14 | | 2 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 11 | | 4 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 7 | 40 | 3 | 15 | 55 | 9:45-10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00-10:15 | 9 | | 5 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 3 | | 4 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 9 | | 0 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 6 | 27 | 7 | 16 | 43 | 10:45-11:00 | 0 | 0 | 1 | 1 | 1 |
| 11:00-11:15 | 4 | | 3 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 5 | | 4 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 5 | | 10 | | | 11:30-11:45 | 0 | | 1 | | |
| 11:45-12:00 | 3 | 17 | 14 | 31 | 48 | 11:45-12:00 | 0 | 0 | 0 | 1 | 1 |
| Total Volumes | 367 | | 113 | | 480 | | 117 | | 367 | | 484 |
| Daily Totals | | | | | | | 484 | | 480 | | 964 |

Location: Gate # 200 | Mercury | Volumes for Fri. 5/28/99 | 03760010

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 2 | | | 12:00-12:15 | 2 | | 6 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 7 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 2 | | 0 | | |
| 12:45-1:00 | 0 | 0 | 0 | 2 | 2 | 12:45-1:00 | 3 | 7 | 8 | 21 | 28 |
| 1:00-1:15 | 2 | | 0 | | | 1:00-1:15 | 4 | | 5 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 8 | | 3 | | |
| 1:30-1:45 | 1 | | 1 | | | 1:30-1:45 | 10 | | 1 | | |
| 1:45-2:00 | 0 | 3 | 0 | 1 | 4 | 1:45-2:00 | 5 | 27 | 0 | 9 | 36 |
| 2:00-2:15 | 1 | | 0 | | | 2:00-2:15 | 4 | | 1 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 3 | | 3 | | |
| 2:30-2:45 | 1 | | 2 | | | 2:30-2:45 | 2 | | 6 | | |
| 2:45-3:00 | 0 | 2 | 3 | 5 | 7 | 2:45-3:00 | 1 | 10 | 1 | 11 | 21 |
| 3:00-3:15 | 0 | | 3 | | | 3:00-3:15 | 2 | | 3 | | |
| 3:15-3:30 | 2 | | 0 | | | 3:15-3:30 | 3 | | 8 | | |
| 3:30-3:45 | 0 | | 1 | | | 3:30-3:45 | 4 | | 3 | | |
| 3:45-4:00 | 0 | 2 | 1 | 5 | 7 | 3:45-4:00 | 2 | 11 | 4 | 18 | 29 |
| 4:00-4:15 | 1 | | 3 | | | 4:00-4:15 | 3 | | 7 | | |
| 4:15-4:30 | 0 | | 1 | | | 4:15-4:30 | 4 | | 8 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 2 | | 6 | | |
| 4:45-5:00 | 0 | 1 | 0 | 4 | 5 | 4:45-5:00 | 3 | 12 | 10 | 31 | 43 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 4 | | 8 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 2 | | 6 | | |
| 5:30-5:45 | 1 | | 0 | | | 5:30-5:45 | 3 | | 10 | | |
| 5:45-6:00 | 3 | 4 | 0 | 0 | 4 | 5:45-6:00 | 2 | 11 | 8 | 32 | 43 |
| 6:00-6:15 | 18 | | 0 | | | 6:00-6:15 | 1 | | 6 | | |
| 6:15-6:30 | 8 | | 0 | | | 6:15-6:30 | 0 | | 3 | | |
| 6:30-6:45 | 7 | | 0 | | | 6:30-6:45 | 0 | | 2 | | |
| 6:45-7:00 | 3 | 36 | 4 | 4 | 40 | 6:45-7:00 | 0 | 1 | 0 | 11 | 12 |
| 7:00-7:15 | 3 | | 1 | | | 7:00-7:15 | 0 | | 0 | | |
| 7:15-7:30 | 4 | | 1 | | | 7:15-7:30 | 0 | | 1 | | |
| 7:30-7:45 | 1 | | 2 | | | 7:30-7:45 | 0 | | 2 | | |
| 7:45-8:00 | 7 | 15 | 0 | 4 | 19 | 7:45-8:00 | 2 | 2 | 0 | 3 | 5 |
| 8:00-8:15 | 3 | | 1 | | | 8:00-8:15 | 1 | | 0 | | |
| 8:15-8:30 | 1 | | 0 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 3 | | 2 | | | 8:30-8:45 | 0 | | 1 | | |
| 8:45-9:00 | 0 | 7 | 1 | 4 | 11 | 8:45-9:00 | 0 | 1 | 0 | 1 | 2 |
| 9:00-9:15 | 4 | | 0 | | | 9:00-9:15 | 0 | | 2 | | |
| 9:15-9:30 | 2 | | 1 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 5 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 0 | 11 | 0 | 1 | 12 | 9:45-10:00 | 0 | 0 | 0 | 2 | 2 |
| 10:00-10:15 | 10 | | 1 | | | 10:00-10:15 | 0 | | 1 | | |
| 10:15-10:30 | 0 | | 0 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 2 | | 4 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 3 | 15 | 0 | 5 | 20 | 10:45-11:00 | 0 | 0 | 0 | 1 | 1 |
| 11:00-11:15 | 1 | | 2 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 3 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 0 | 1 | 1 | 6 | 7 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 97 | | 41 | | 138 | | 82 | | 140 | | 222 |
| Daily Totals | | | | | | | 179 | | 181 | | 360 |

Location:Gate # 200 Mercury Volumes for Sat. 5/29/99 03760012

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 2 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 3 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 0 | 0 | 0 | 6 | 6 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 1 | | 2 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 4 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 3 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 2 | 3 | 2 | 11 | 14 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 0 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 2 | | 1 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 0 | | 4 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 1 | 3 | 2 | 7 | 10 |
| 3:00-3:15 | 1 | | 1 | | | 3:00-3:15 | 0 | | 2 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 0 | | 3 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 0 | | 2 | | |
| 3:45-4:00 | 0 | 1 | 1 | 2 | 3 | 3:45-4:00 | 1 | 1 | 2 | 9 | 10 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 0 | | 0 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 0 | | 1 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 0 | | 0 | | |
| 4:45-5:00 | 1 | 1 | 0 | 0 | 1 | 4:45-5:00 | 0 | 0 | 0 | 1 | 1 |
| 5:00-5:15 | 2 | | 0 | | | 5:00-5:15 | 1 | | 3 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 0 | | 4 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 0 | | 3 | | |
| 5:45-6:00 | 0 | 2 | 0 | 0 | 2 | 5:45-6:00 | 0 | 1 | 2 | 12 | 13 |
| 6:00-6:15 | 2 | | 0 | | | 6:00-6:15 | 0 | | 0 | | |
| 6:15-6:30 | 3 | | 0 | | | 6:15-6:30 | 0 | | 1 | | |
| 6:30-6:45 | 0 | | 0 | | | 6:30-6:45 | 0 | | 0 | | |
| 6:45-7:00 | 2 | 7 | 0 | 0 | 7 | 6:45-7:00 | 2 | 2 | 0 | 1 | 3 |
| 7:00-7:15 | 3 | | 0 | | | 7:00-7:15 | 0 | | 0 | | |
| 7:15-7:30 | 4 | | 0 | | | 7:15-7:30 | 0 | | 1 | | |
| 7:30-7:45 | 5 | | 0 | | | 7:30-7:45 | 1 | | 0 | | |
| 7:45-8:00 | 3 | 15 | 0 | 0 | 15 | 7:45-8:00 | 0 | 1 | 0 | 1 | 2 |
| 8:00-8:15 | 2 | | 0 | | | 8:00-8:15 | 0 | | 2 | | |
| 8:15-8:30 | 0 | | 3 | | | 8:15-8:30 | 1 | | 0 | | |
| 8:30-8:45 | 0 | | 2 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 2 | 4 | 0 | 5 | 9 | 8:45-9:00 | 0 | 1 | 0 | 2 | 3 |
| 9:00-9:15 | 3 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 4 | | 1 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 5 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 3 | 15 | 0 | 1 | 16 | 9:45-10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00-10:15 | 2 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 0 | | 2 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 0 | | 1 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 2 | 4 | 0 | 3 | 7 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 0 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 1 | 1 | 0 | 0 | 1 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 50 | | 11 | | 61 | | 12 | | 50 | | 62 |
| Daily Totals | | | | | | | 62 | | 61 | | 123 |

Location:Gate # 300 Mercury Volumes for Sun. 5/23/99 03760021

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 0 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 0 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 0 | 0 | 1 | 2 | 2 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 0 | | 0 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 1 | | 0 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 0 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 0 | 1 | 0 | 0 | 1 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 3 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 0 | | 2 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 0 | | 1 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 0 | 0 | 0 | 6 | 6 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 0 | | 0 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 1 | | 0 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 0 | | 0 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 0 | 1 | 0 | 0 | 1 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 1 | | 2 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 2 | | 1 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 0 | | 0 | | |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 4:45-5:00 | 0 | 3 | 0 | 3 | 6 |
| 5:00-5:15 | 2 | | 0 | | | 5:00-5:15 | 0 | | 1 | | |
| 5:15-5:30 | 1 | | 0 | | | 5:15-5:30 | 1 | | 2 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 2 | | 3 | | |
| 5:45-6:00 | 0 | 3 | 1 | 1 | 4 | 5:45-6:00 | 0 | 3 | 4 | 10 | 13 |
| 6:00-6:15 | 1 | | 0 | | | 6:00-6:15 | 0 | | 1 | | |
| 6:15-6:30 | 2 | | 0 | | | 6:15-6:30 | 0 | | 3 | | |
| 6:30-6:45 | 3 | | 0 | | | 6:30-6:45 | 0 | | 0 | | |
| 6:45-7:00 | 0 | 6 | 0 | 0 | 6 | 6:45-7:00 | 1 | 1 | 0 | 4 | 5 |
| 7:00-7:15 | 0 | | 1 | | | 7:00-7:15 | 2 | | 0 | | |
| 7:15-7:30 | 0 | | 0 | | | 7:15-7:30 | 3 | | 3 | | |
| 7:30-7:45 | 1 | | 0 | | | 7:30-7:45 | 2 | | 2 | | |
| 7:45-8:00 | 1 | 2 | 1 | 2 | 4 | 7:45-8:00 | 0 | 7 | 1 | 6 | 13 |
| 8:00-8:15 | 0 | | 2 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 0 | | 1 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 1 | | 0 | | | 8:30-8:45 | 1 | | 0 | | |
| 8:45-9:00 | 0 | 1 | 0 | 3 | 4 | 8:45-9:00 | 0 | 1 | 0 | 0 | 1 |
| 9:00-9:15 | 0 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 1 | | 1 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 0 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 2 | 3 | 0 | 1 | 4 | 9:45-10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:00-10:15 | 3 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 0 | | 1 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 0 | | 0 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 1 | 4 | 0 | 1 | 5 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 0 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 1 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 1 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 0 | 1 | 0 | 1 | 2 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 20 | | 9 | | 29 | | 17 | | 31 | | 48 |
| Daily Totals | | | | | | | 37 | | 40 | | 77 |

Location:Gate #300 | Mercury | Volumes for Mon. 5/24/99 | 03760015

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 4 | | 8 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 4 | | 8 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 5 | | 5 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 4 | 17 | 4 | 25 | 42 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 4 | | 2 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 2 | | 5 | | |
| 1:30-1:45 | 1 | | 0 | | | 1:30-1:45 | 5 | | 3 | | |
| 1:45-2:00 | 0 | 1 | 0 | 0 | 1 | 1:45-2:00 | 2 | [illegible] | [illegible] | [illegible] | [illegible] |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 3 | | 6 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 7 | | 4 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 3 | | 5 | | |
| 2:45-3:00 | 1 | 1 | 0 | 0 | 1 | 2:45-3:00 | 3 | 16 | 3 | 18 | 34 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 2 | | 8 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 3 | | 6 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 10 | | 8 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 7 | 22 | 10 | 32 | 54 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 4 | | 13 | | |
| 4:15-4:30 | 1 | | 0 | | | 4:15-4:30 | 1 | | 10 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 3 | | 20 | | |
| 4:45-5:00 | 0 | 1 | 0 | 0 | 1 | 4:45-5:00 | 6 | 14 | 25 | 68 | 82 |
| 5:00-5:15 | 1 | | 0 | | | 5:00-5:15 | 5 | | 20 | | |
| 5:15-5:30 | 1 | | 1 | | | 5:15-5:30 | 0 | | 18 | | |
| 5:30-5:45 | 1 | | 0 | | | 5:30-5:45 | 0 | | 20 | | |
| 5:45-6:00 | 1 | 4 | 0 | 1 | 5 | 5:45-6:00 | 0 | 5 | 10 | 68 | 73 |
| 6:00-6:15 | 7 | | 1 | | | 6:00-6:15 | 0 | | 5 | | |
| 6:15-6:30 | 28 | | 2 | | | 6:15-6:30 | 0 | | 2 | | |
| 6:30-6:45 | 16 | | 3 | | | 6:30-6:45 | 0 | | 4 | | |
| 6:45-7:00 | 8 | 59 | 2 | 8 | 67 | 6:45-7:00 | 0 | 0 | 2 | 13 | 13 |
| 7:00-7:15 | 6 | | 4 | | | 7:00-7:15 | 0 | | 3 | | |
| 7:15-7:30 | 8 | | 7 | | | 7:15-7:30 | 0 | | 2 | | |
| 7:30-7:45 | 16 | | 6 | | | 7:30-7:45 | 3 | | 3 | | |
| 7:45-8:00 | 7 | 37 | 5 | 22 | 59 | 7:45-8:00 | 0 | 3 | 2 | 10 | 13 |
| 8:00-8:15 | 12 | | 4 | | | 8:00-8:15 | 0 | | 1 | | |
| 8:15-8:30 | 10 | | 5 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 12 | | 2 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 9 | 43 | 2 | 13 | 56 | 8:45-9:00 | 1 | 1 | 1 | 2 | 3 |
| 9:00-9:15 | 3 | | 1 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 8 | | 2 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 4 | | 0 | | | 9:30-9:45 | 0 | | 1 | | |
| 9:45-10:00 | 5 | 20 | 1 | 4 | 24 | 9:45-10:00 | 0 | 0 | 0 | 1 | 1 |
| 10:00-10:15 | 6 | | 3 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 5 | | 1 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 12 | | 1 | | | 10:30-10:45 | 1 | | 1 | | |
| 10:45-11:00 | 4 | 27 | 0 | 5 | 32 | 10:45-11:00 | 0 | 1 | 0 | 1 | 2 |
| 11:00-11:15 | 9 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 1 | | 1 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 5 | 15 | 0 | 1 | 16 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 208 | | 54 | | 262 | | 92 | | 250 | | 342 |
| Daily Totals | | | | | | | 300 | | 304 | | 604 |

Location:Gate # 300 | Mercury | Volumes for Tue | 03760016

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 5 | | 6 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 6 | | 5 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 4 | | 3 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 8 | 23 | 4 | 18 | 41 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 3 | | 2 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 9 | | 5 | | |
| 1:30-1:45 | 1 | | 0 | | | 1:30-1:45 | 9 | | 3 | | |
| 1:45-2:00 | 2 | 3 | 0 | 0 | 3 | 1:45-2:00 | 4 | 25 | 5 | 15 | 40 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 4 | | 7 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 5 | | 5 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 7 | | 6 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 6 | 22 | 9 | 27 | 49 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 5 | | 8 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 5 | | 10 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 3 | | 15 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 8 | 21 | 11 | 44 | 65 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 4 | | 10 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 4 | | 25 | | |
| 4:30-4:45 | 1 | | 0 | | | 4:30-4:45 | 7 | | 22 | | |
| 4:45-5:00 | 1 | 2 | 0 | 0 | 2 | 4:45-5:00 | 2 | 17 | 30 | 87 | 104 |
| 5:00-5:15 | 8 | | 0 | | | 5:00-5:15 | 7 | | 25 | | |
| 5:15-5:30 | 21 | | 2 | | | 5:15-5:30 | 1 | | 15 | | |
| 5:30-5:45 | 14 | | 3 | | | 5:30-5:45 | 1 | | 10 | | |
| 5:45-6:00 | 10 | 53 | 0 | 5 | 58 | 5:45-6:00 | 0 | 9 | 3 | 53 | 62 |
| 6:00-6:15 | 3 | | 2 | | | 6:00-6:15 | 3 | | 5 | | |
| 6:15-6:30 | 4 | | 0 | | | 6:15-6:30 | 0 | | 6 | | |
| 6:30-6:45 | 15 | | 0 | | | 6:30-6:45 | 0 | | 5 | | |
| 6:45-7:00 | 12 | 34 | 3 | 5 | 39 | 6:45-7:00 | 0 | 3 | 4 | 20 | 23 |
| 7:00-7:15 | 1 | | 4 | | | 7:00-7:15 | 0 | | 2 | | |
| 7:15-7:30 | 7 | | 2 | | | 7:15-7:30 | 0 | | 3 | | |
| 7:30-7:45 | 6 | | 3 | | | 7:30-7:45 | 1 | | 3 | | |
| 7:45-8:00 | 9 | 23 | 0 | 9 | 32 | 7:45-8:00 | 0 | 1 | 2 | 10 | 11 |
| 8:00-8:15 | 9 | | 0 | | | 8:00-8:15 | 0 | | 0 | | |
| 8:15-8:30 | 11 | | 1 | | | 8:15-8:30 | 0 | | 2 | | |
| 8:30-8:45 | 9 | | 2 | | | 8:30-8:45 | 1 | | 1 | | |
| 8:45-9:00 | 2 | 31 | 3 | 6 | 37 | 8:45-9:00 | 0 | 1 | 0 | 3 | 4 |
| 9:00-9:15 | 5 | | 2 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 5 | | 0 | | | 9:15-9:30 | 0 | | 1 | | |
| 9:30-9:45 | 5 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 4 | 19 | 2 | 4 | 23 | 9:45-10:00 | 0 | 0 | 0 | 1 | 1 |
| 10:00-10:15 | 0 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 2 | | 1 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 3 | | 2 | | | 10:30-10:45 | 0 | | 1 | | |
| 10:45-11:00 | 13 | 18 | 0 | 3 | 21 | 10:45-11:00 | 0 | 0 | 0 | 1 | 1 |
| 11:00-11:15 | 9 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 1 | | 1 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 2 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 5 | 15 | 0 | 3 | 18 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 198 | | 35 | | 233 | | 122 | | 279 | | 401 |
| Daily Totals | | | | | | | 320 | | 314 | | 634 |

Location:Gate #300 Mercury Volumes for Wed. 5/26/99 03760017

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 10 | | 8 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 5 | | 9 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 5 | | 10 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 8 | 28 | 11 | 38 | 66 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 3 | | 12 | | |
| 1:15-1:30 | 3 | | 0 | | | 1:15-1:30 | 9 | | 10 | | |
| 1:30-1:45 | 1 | | 0 | | | 1:30-1:45 | 5 | | 8 | | |
| 1:45-2:00 | 0 | 4 | 0 | 0 | 4 | 1:45-2:00 | 6 | 23 | 7 | 37 | 60 |
| 2:00-2:15 | 1 | | 0 | | | 2:00-2:15 | 2 | | 6 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 8 | | 6 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 6 | | 7 | | |
| 2:45-3:00 | 0 | 1 | 0 | 0 | 1 | 2:45-3:00 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 5 | | 18 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 9 | | 10 | | |
| 3:30-3:45 | 1 | | 0 | | | 3:30-3:45 | 10 | | 8 | | |
| 3:45-4:00 | 0 | 1 | 0 | 0 | 1 | 3:45-4:00 | 10 | 34 | 11 | 47 | 81 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 3 | | 22 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 3 | | 22 | | |
| 4:30-4:45 | 1 | | 1 | | | 4:30-4:45 | 1 | | 20 | | |
| 4:45-5:00 | 0 | 1 | 0 | 1 | 2 | 4:45-5:00 | 12 | 19 | 18 | 82 | 101 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 5 | | 16 | | |
| 5:15-5:30 | 2 | | 0 | | | 5:15-5:30 | 3 | | 15 | | |
| 5:30-5:45 | 1 | | 0 | | | 5:30-5:45 | 1 | | 10 | | |
| 5:45-6:00 | 2 | 5 | 1 | 1 | 6 | 5:45-6:00 | 0 | 9 | 9 | 50 | 59 |
| 6:00-6:15 | 5 | | 2 | | | 6:00-6:15 | 0 | | 8 | | |
| 6:15-6:30 | 17 | | 0 | | | 6:15-6:30 | 0 | | 10 | | |
| 6:30-6:45 | 14 | | 1 | | | 6:30-6:45 | 1 | | 6 | | |
| 6:45-7:00 | 8 | 44 | 2 | 5 | 49 | 6:45-7:00 | 0 | 1 | 4 | 28 | 29 |
| 7:00-7:15 | 6 | | 3 | | | 7:00-7:15 | 0 | | 2 | | |
| 7:15-7:30 | 13 | | 2 | | | 7:15-7:30 | 1 | | 3 | | |
| 7:30-7:45 | 14 | | 4 | | | 7:30-7:45 | 0 | | 2 | | |
| 7:45-8:00 | 21 | 54 | 2 | 11 | 65 | 7:45-8:00 | 0 | 1 | 1 | 8 | 9 |
| 8:00-8:15 | 14 | | 3 | | | 8:00-8:15 | 2 | | 1 | | |
| 8:15-8:30 | 5 | | 0 | | | 8:15-8:30 | 0 | | 2 | | |
| 8:30-8:45 | 8 | | 0 | | | 8:30-8:45 | 0 | | 1 | | |
| 8:45-9:00 | 5 | 32 | 1 | 4 | 36 | 8:45-9:00 | 0 | 2 | 0 | 4 | 6 |
| 9:00-9:15 | 6 | | 2 | | | 9:00-9:15 | 0 | | 1 | | |
| 9:15-9:30 | 9 | | 0 | | | 9:15-9:30 | 0 | | 1 | | |
| 9:30-9:45 | 7 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 8 | 30 | 0 | 2 | 32 | 9:45-10:00 | 0 | 0 | 0 | 2 | 2 |
| 10:00-10:15 | 6 | | 1 | | | 10:00-10:15 | 0 | | 1 | | |
| 10:15-10:30 | 4 | | 2 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 3 | | 0 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 5 | 18 | 0 | 3 | 21 | 10:45-11:00 | 0 | 0 | 0 | 1 | 1 |
| 11:00-11:15 | 5 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 7 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 3 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 5 | 20 | 1 | 1 | 21 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 210 | | 28 | | 238 | | 142 | | 322 | | 464 |
| Daily Totals | | | | | | | 352 | | 350 | | 702 |

Location:Gate # 300 | Mercury | Volumes for Thurs. 5/27/99 | 03760018

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 1 | | 0 | | | 12:00-12:15 | 5 | | 9 | | |
| 12:15-12:30 | 1 | | 0 | | | 12:15-12:30 | 5 | | 5 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 2 | | 10 | | |
| 12:45-1:00 | 0 | 2 | 0 | 0 | 2 | 12:45-1:00 | 7 | 19 | 6 | 30 | 49 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 3 | | 7 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 11 | | 6 | | |
| 1:30-1:45 | 2 | | 0 | | | 1:30-1:45 | 7 | | 7 | | |
| 1:45-2:00 | 0 | 2 | 0 | 0 | 2 | 1:45-2:00 | 2 | 23 | 4 | 24 | 47 |
| 2:00-2:15 | 2 | | 0 | | | 2:00-2:15 | 6 | | 6 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 3 | | 6 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 2 | | 8 | | |
| 2:45-3:00 | 0 | 2 | 0 | 0 | 2 | 2:45-3:00 | 6 | 17 | 10 | 30 | 47 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 7 | | 5 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 6 | | 6 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 4 | | 8 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 7 | 24 | 10 | 29 | 53 |
| 4:00-4:15 | 1 | | 0 | | | 4:00-4:15 | 6 | | 30 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 11 | | 22 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 6 | | 20 | | |
| 4:45-5:00 | 0 | 1 | 0 | 0 | 1 | 4:45-5:00 | 3 | 26 | 18 | 90 | 116 |
| 5:00-5:15 | 0 | | 0 | | | 5:00-5:15 | 6 | | 16 | | |
| 5:15-5:30 | 2 | | 0 | | | 5:15-5:30 | 0 | | 15 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 0 | | 16 | | |
| 5:45-6:00 | 1 | 3 | 1 | 1 | 4 | 5:45-6:00 | 0 | 6 | 15 | 62 | 68 |
| 6:00-6:15 | 9 | | 0 | | | 6:00-6:15 | 1 | | 15 | | |
| 6:15-6:30 | 22 | | 0 | | | 6:15-6:30 | 0 | | 6 | | |
| 6:30-6:45 | 24 | | 1 | | | 6:30-6:45 | 1 | | 3 | | |
| 6:45-7:00 | 14 | 69 | 2 | 3 | 72 | 6:45-7:00 | 1 | 3 | 5 | 29 | 32 |
| 7:00-7:15 | 2 | | 3 | | | 7:00-7:15 | 3 | | 2 | | |
| 7:15-7:30 | 7 | | 4 | | | 7:15-7:30 | 0 | | 4 | | |
| 7:30-7:45 | 9 | | 5 | | | 7:30-7:45 | 0 | | 3 | | |
| 7:45-8:00 | 15 | 33 | 6 | 18 | 51 | 7:45-8:00 | 1 | 4 | 2 | 11 | 15 |
| 8:00-8:15 | 9 | | 7 | | | 8:00-8:15 | 0 | | 2 | | |
| 8:15-8:30 | 9 | | 8 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 6 | | 2 | | | 8:30-8:45 | 1 | | 3 | | |
| 8:45-9:00 | 8 | 32 | 0 | 17 | 49 | 8:45-9:00 | 0 | 1 | 2 | 7 | 8 |
| 9:00-9:15 | 9 | | 0 | | | 9:00-9:15 | 2 | | 2 | | |
| 9:15-9:30 | 7 | | 1 | | | 9:15-9:30 | 0 | | 1 | | |
| 9:30-9:45 | 13 | | 2 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 5 | 34 | 0 | 3 | 37 | 9:45-10:00 | 0 | 2 | 0 | 3 | 5 |
| 10:00-10:15 | 8 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 14 | | 0 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 10 | | 1 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 3 | 35 | 2 | 3 | 38 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 4 | | 0 | | | 11:00-11:15 | 1 | | 0 | | |
| 11:15-11:30 | 6 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 6 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 7 | 23 | 0 | 0 | 23 | 11:45-12:00 | 0 | 1 | 0 | 0 | 1 |
| Total Volumes | 236 | | 45[illegible] | [illegible] | 281 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 441 |
| Daily Totals | | | | | | | 362 | | 360 | | 722 |

Location:Gate # 300 | Mercury | Volumes for Fri. 5/28/99 | 03760019

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 1 | | 0 | | | 12:00-12:15 | 1 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 2 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 3 | | 1 | | |
| 12:45-1:00 | 0 | 1 | 0 | 0 | 1 | 12:45-1:00 | 1 | 5 | 0 | 4 | 9 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 0 | | 1 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 0 | | |
| 1:30-1:45 | 1 | | 0 | | | 1:30-1:45 | 1 | | 1 | | |
| 1:45-2:00 | 2 | 3 | 0 | 0 | 3 | 1:45-2:00 | 0 | 1 | 0 | 2 | 3 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 2 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 0 | | 0 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 1 | | 1 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 0 | 1 | 2 | 5 | 6 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 0 | | 0 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 0 | | 1 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 0 | | 0 | | |
| 3:45-4:00 | 1 | 1 | 0 | 0 | 1 | 3:45-4:00 | 1 | 1 | 2 | 3 | 4 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 0 | | 5 | | |
| 4:15-4:30 | 1 | | 0 | | | 4:15-4:30 | 0 | | 4 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 1 | | 2 | | |
| 4:45-5:00 | 0 | 1 | 0 | 0 | 1 | 4:45-5:00 | 2 | 3 | 3 | 14 | 17 |
| 5:00-5:15 | 1 | | 0 | | | 5:00-5:15 | 0 | | 2 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 0 | | 4 | | |
| 5:30-5:45 | 1 | | 0 | | | 5:30-5:45 | 0 | | 1 | | |
| 5:45-6:00 | 0 | 2 | 0 | 0 | 2 | 5:45-6:00 | 1 | 1 | 2 | 9 | 10 |
| 6:00-6:15 | 5 | | 1 | | | 6:00-6:15 | 0 | | 4 | | |
| 6:15-6:30 | 11 | | 0 | | | 6:15-6:30 | 0 | | 4 | | |
| 6:30-6:45 | 8 | | 0 | | | 6:30-6:45 | 2 | | 3 | | |
| 6:45-7:00 | 4 | 28 | 0 | 1 | 29 | 6:45-7:00 | 0 | 2 | 2 | 13 | 15 |
| 7:00-7:15 | 3 | | 0 | | | 7:00-7:15 | 0 | | 3 | | |
| 7:15-7:30 | 0 | | 0 | | | 7:15-7:30 | 0 | | 4 | | |
| 7:30-7:45 | 1 | | 1 | | | 7:30-7:45 | 0 | | 2 | | |
| 7:45-8:00 | 4 | 8 | 0 | 1 | 9 | 7:45-8:00 | 0 | 0 | 2 | 11 | 11 |
| 8:00-8:15 | 6 | | 0 | | | 8:00-8:15 | 0 | | 2 | | |
| 8:15-8:30 | 0 | | 2 | | | 8:15-8:30 | 0 | | 1 | | |
| 8:30-8:45 | 2 | | 2 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 0 | 8 | 1 | 5 | 13 | 8:45-9:00 | 0 | 0 | 0 | 3 | 3 |
| 9:00-9:15 | 0 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 3 | | 0 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 0 | | 0 | | | 9:30-9:45 | 0 | | 0 | | |
| 9:45-10:00 | 4 | 7 | 0 | 0 | 7 | 9:45-10:00 | 0 | 0 | 1 | 1 | 1 |
| 10:00-10:15 | 0 | | 1 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 0 | | 0 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 1 | | 0 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 1 | 2 | 1 | 2 | 4 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 2 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 2 | | 0 | | | 11:15-11:30 | 1 | | 0 | | |
| 11:30-11:45 | 0 | | 2 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 0 | 4 | 0 | 2 | 6 | 11:45-12:00 | 0 | 1 | 0 | 0 | 1 |
| Total Volumes | 65 | | 11 | | 76 | | 15 | | 65 | | 80 |
| Daily Totals | | | | | | | 80 | | 76 | | 156 |

Location:Gate # 300 Mercury Volumes for Sat. 5/29/99 03760020

| AM Period | NB | | SB | | | PM Period | NB | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00-12:15 | 0 | | 0 | | | 12:00-12:15 | 0 | | 1 | | |
| 12:15-12:30 | 0 | | 0 | | | 12:15-12:30 | 0 | | 0 | | |
| 12:30-12:45 | 0 | | 0 | | | 12:30-12:45 | 0 | | 1 | | |
| 12:45-1:00 | 0 | 0 | 0 | 0 | 0 | 12:45-1:00 | 0 | 0 | 0 | 2 | 2 |
| 1:00-1:15 | 0 | | 0 | | | 1:00-1:15 | 1 | | 0 | | |
| 1:15-1:30 | 0 | | 0 | | | 1:15-1:30 | 0 | | 0 | | |
| 1:30-1:45 | 0 | | 0 | | | 1:30-1:45 | 0 | | 0 | | |
| 1:45-2:00 | 0 | 0 | 0 | 0 | 0 | 1:45-2:00 | 0 | 1 | 0 | 0 | 1 |
| 2:00-2:15 | 0 | | 0 | | | 2:00-2:15 | 0 | | 0 | | |
| 2:15-2:30 | 0 | | 0 | | | 2:15-2:30 | 0 | | 0 | | |
| 2:30-2:45 | 0 | | 0 | | | 2:30-2:45 | 0 | | 0 | | |
| 2:45-3:00 | 0 | 0 | 0 | 0 | 0 | 2:45-3:00 | 0 | 0 | 2 | 2 | 2 |
| 3:00-3:15 | 0 | | 0 | | | 3:00-3:15 | 0 | | 0 | | |
| 3:15-3:30 | 0 | | 0 | | | 3:15-3:30 | 0 | | 0 | | |
| 3:30-3:45 | 0 | | 0 | | | 3:30-3:45 | 0 | | 0 | | |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 3:45-4:00 | 1 | 1 | 0 | 0 | 1 |
| 4:00-4:15 | 0 | | 0 | | | 4:00-4:15 | 0 | | 0 | | |
| 4:15-4:30 | 0 | | 0 | | | 4:15-4:30 | 0 | | 4 | | |
| 4:30-4:45 | 0 | | 0 | | | 4:30-4:45 | 0 | | 0 | | |
| 4:45-5:00 | 1 | 1 | 0 | 0 | 1 | 4:45-5:00 | 1 | 1 | 1 | 5 | 6 |
| 5:00-5:15 | 1 | | 0 | | | 5:00-5:15 | 0 | | 2 | | |
| 5:15-5:30 | 0 | | 0 | | | 5:15-5:30 | 0 | | 0 | | |
| 5:30-5:45 | 0 | | 0 | | | 5:30-5:45 | 1 | | 0 | | |
| 5:45-6:00 | 1 | 2 | 0 | 0 | 2 | 5:45-6:00 | 0 | 1 | 0 | 2 | 3 |
| 6:00-6:15 | 2 | | 1 | | | 6:00-6:15 | 0 | | 1 | | |
| 6:15-6:30 | 0 | | 0 | | | 6:15-6:30 | 0 | | 0 | | |
| 6:30-6:45 | 0 | | 0 | | | 6:30-6:45 | 0 | | 0 | | |
| 6:45-7:00 | 1 | 3 | 0 | 1 | 4 | 6:45-7:00 | 0 | 0 | 3 | 4 | 4 |
| 7:00-7:15 | 0 | | 1 | | | 7:00-7:15 | 0 | | 2 | | |
| 7:15-7:30 | 0 | | 0 | | | 7:15-7:30 | 0 | | 1 | | |
| 7:30-7:45 | 1 | | 0 | | | 7:30-7:45 | 0 | | 0 | | |
| 7:45-8:00 | 2 | 3 | 0 | 1 | 4 | 7:45-8:00 | 0 | 0 | 0 | 3 | 3 |
| 8:00-8:15 | 0 | | 1 | | | 8:00-8:15 | 1 | | 1 | | |
| 8:15-8:30 | 0 | | 0 | | | 8:15-8:30 | 0 | | 0 | | |
| 8:30-8:45 | 1 | | 0 | | | 8:30-8:45 | 0 | | 0 | | |
| 8:45-9:00 | 4 | 5 | 1 | 2 | 7 | 8:45-9:00 | 0 | 1 | 0 | 1 | 2 |
| 9:00-9:15 | 3 | | 0 | | | 9:00-9:15 | 0 | | 0 | | |
| 9:15-9:30 | 2 | | 0 | | | 9:15-9:30 | 0 | | 0 | | |
| 9:30-9:45 | 1 | | 0 | | | 9:30-9:45 | 0 | | 1 | | |
| 9:45-10:00 | 0 | 6 | 1 | 1 | 7 | 9:45-10:00 | 0 | 0 | 0 | 1 | 1 |
| 10:00-10:15 | 0 | | 0 | | | 10:00-10:15 | 0 | | 0 | | |
| 10:15-10:30 | 0 | | 0 | | | 10:15-10:30 | 0 | | 0 | | |
| 10:30-10:45 | 0 | | 0 | | | 10:30-10:45 | 0 | | 0 | | |
| 10:45-11:00 | 1 | 1 | 0 | 0 | 1 | 10:45-11:00 | 0 | 0 | 0 | 0 | 0 |
| 11:00-11:15 | 0 | | 0 | | | 11:00-11:15 | 0 | | 0 | | |
| 11:15-11:30 | 0 | | 0 | | | 11:15-11:30 | 0 | | 0 | | |
| 11:30-11:45 | 0 | | 0 | | | 11:30-11:45 | 0 | | 0 | | |
| 11:45-12:00 | 0 | 0 | 0 | 0 | 0 | 11:45-12:00 | 0 | 0 | 0 | 0 | 0 |
| Total Volumes | 21 | | 5 | | 26 | | 5 | | 20 | | 25 |
| Daily Totals | | | | | | | 26 | | 25 | | 51 |

# VEHICLE CLASSIFICATION

Weather :
Counter :
Counted by:

Silver State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Site Code : 00003333
Start Date: 05/25/99
File I.D. : NTS1-1
Page : 1

Vehicle group 1

| Date 05/25/99 | Mercury Hwy (S of Entry Gate) Southbound Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Mercury Hwy (S of Entry Gate) Northbound Multi Truck | Bus | Auto/ Lt.Trk | SU Truck | Total |
|---|---|---|---|---|---|---|---|---|---|
| 06:22 | 0 | 0 | 2 | 0 | 0 | 5 | 63 | 0 | 70 |
| 06:37 | 0 | 0 | 2 | 0 | 0 | 8 | 81 | 0 | 91 |
| 06:52 | 0 | 0 | 2 | 0 | 1 | 0 | 62 | 0 | 65 |
| 07:07 | 0 | 0 | 2 | 2 | 1 | 1 | 22 | 0 | 28 |
| Hr Total | 0 | 0 | 8 | 2 | 2 | 14 | 228 | 0 | 254 |
| 07:22 | 1 | 1 | 1 | 1 | 0 | 0 | 11 | 1 | 16 |
| 07:37 | 0 | 0 | 6 | 0 | 0 | 0 | 15 | 0 | 21 |
| 07:52 | 0 | 0 | 7 | 0 | 1 | 0 | 12 | 0 | 20 |
| 08:07 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 6 |
| Hr Total | 1 | 2 | 15 | 1 | 1 | 0 | 42 | 1 | 63 |
| 08:22 | 2 | 0 | 3 | 1 | 2 | 0 | 7 | 2 | 17 |
| 08:37 | 0 | 0 | 5 | 0 | 1 | 0 | 7 | 0 | 13 |
| 08:52 | 0 | 0 | 5 | 0 | 3 | 0 | 6 | 1 | 15 |
| 09:07 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 1 | 12 |
| Hr Total | 2 | 0 | 18 | 1 | 6 | 0 | 26 | 4 | 57 |
| 09:22 | 1 | 0 | 6 | 0 | 0 | 0 | 10 | 0 | 17 |
| 09:37 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 8 |
| 09:52 | 1 | 1 | 6 | 0 | 2 | 0 | 11 | 2 | 23 |
| 10:07 | 1 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 10 |
| Hr Total | 5 | 1 | 17 | 0 | 2 | 0 | 31 | 2 | 58 |
| 10:22 | 1 | 1 | 3 | 0 | 2 | 0 | 8 | 1 | 16 |
| 10:37 | 1 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 12 |
| 10:52 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 1 | 14 |
| 11:07 | 3 | 1 | 4 | 0 | 0 | 0 | 4 | 1 | 13 |
| Hr Total | 5 | 2 | 16 | 0 | 2 | 0 | 27 | 3 | 55 |
| 11:22 | 0 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 11 |
| 11:37 | 2 | 1 | 8 | 0 | 0 | 0 | 3 | 0 | 14 |
| 11:52 | 3 | 0 | 7 | 0 | 2 | 0 | 10 | 0 | 22 |
| 12:07 | 2 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Hr Total | 7 | 1 | 21 | 0 | 5 | 0 | 23 | 0 | 57 |
| 12:22 | 2 | 1 | 9 | 0 | 1 | 0 | 9 | 0 | 22 |
| 12:37 | 1 | 0 | 6 | 0 | 0 | 0 | 14 | 0 | 21 |
| 12:52 | 1 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 12 |
| 13:07 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 14 |
| Hr Total | 4 | 1 | 28 | 0 | 1 | 0 | 35 | 0 | 69 |

Weather :
Counter :
Counted by:

Silver State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Site Code : 00003333
Start Date: 05/25/99
File I.D. : NTS1-1
Page : 2

Vehicle group 1

| Date 05/25/99 | Mercury Hwy (S of Entry Gate) Southbound Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Mercury Hwy (S of Entry Gate) Northbound Multi Truck | Bus | Auto/ Lt.Trk | SU Truck | Total |
|---|---|---|---|---|---|---|---|---|---|
| 13:22 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 11 |
| 13:37 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 7 |
| 13:52 | 0 | 1 | 9 | 0 | 0 | 1 | 1 | 0 | 12 |
| 14:07 | 0 | 0 | 8 | 0 | 0 | 1 | 10 | 0 | 19 |
| Hr Total | 0 | 1 | 27 | 0 | 0 | 2 | 19 | 0 | 49 |
| 14:22 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 10 |
| 14:37 | 0 | 1 | 12 | 0 | 0 | 0 | 3 | 0 | 16 |
| 14:52 | 0 | 0 | 12 | 0 | 1 | 0 | 3 | 0 | 16 |
| 15:07 | 1 | 0 | 9 | 1 | 0 | 0 | 2 | 0 | 13 |
| Hr Total | 1 | 1 | 41 | 1 | 1 | 0 | 10 | 0 | 55 |
| 15:22 | 0 | 0 | 8 | 0 | 0 | 2 | 4 | 0 | 14 |
| 15:37 | 0 | 0 | 12 | 0 | 1 | 0 | 1 | 0 | 14 |
| 15:52 | 2 | 1 | 16 | 0 | 0 | 0 | 3 | 0 | 22 |
| 16:07 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 18 |
| Hr Total | 2 | 1 | 52 | 2 | 1 | 2 | 8 | 0 | 68 |
| 16:22 | 0 | 0 | 23 | 1 | 0 | 2 | 7 | 0 | 33 |
| 16:37 | 1 | 1 | 13 | 0 | 0 | 0 | 5 | 1 | 21 |
| 16:52 | 0 | 0 | 22 | 0 | 0 | 1 | 3 | 0 | 26 |
| 17:07 | 0 | 0 | 37 | 0 | 0 | 0 | 6 | 0 | 43 |
| Hr Total | 1 | 1 | 95 | 1 | 0 | 3 | 21 | 1 | 123 |
| 17:22 | 0 | 0 | 99 | 0 | 0 | 1 | 6 | 0 | 106 |
| Hr Total | 0 | 0 | 99 | 0 | 0 | 1 | 6 | 0 | 106 |
| *TOTAL* | 28 | 11 | 437 | 8 | 21 | 22 | 476 | 11 | 1014 |

Weather :
Counter :
Counted by:

Silver State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Vehicle group 1

Site Code : 00003333
Start Date: 05/26/99
File I.D. : NTS2-2
Page : 1

| Date 05/26/99 | Mercury Hwy (N of Mercury) Southbound Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Mercury Hwy (N of Mercury) Northbound Multi Truck | Bus | Auto/ Lt.Trk | SU Trucks | Total |
|---|---|---|---|---|---|---|---|---|---|
| 06:00 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 31 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 5 | 38 | 0 | 43 |
| 06:30 | 0 | 0 | 1 | 0 | 0 | 1 | 37 | 3 | 42 |
| 06:45 | 0 | 0 | 2 | 0 | 1 | 0 | 18 | 1 | 22 |
| Hr Total | 0 | 0 | 3 | 0 | 1 | 7 | 123 | 4 | 138 |
| 07:00 | 0 | 0 | 2 | 7 | 0 | 0 | 19 | 0 | 28 |
| 07:15 | 0 | 0 | 1 | 0 | 6 | 0 | 17 | 1 | 25 |
| 07:30 | 0 | 0 | 3 | 0 | 1 | 0 | 17 | 0 | 21 |
| 07:45 | 0 | 3 | 2 | 0 | 0 | 0 | 15 | 1 | 21 |
| Hr Total | 0 | 3 | 8 | 7 | 7 | 0 | 68 | 2 | 95 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 |
| 08:15 | 0 | 0 | 4 | 0 | 0 | 0 | 11 | 2 | 17 |
| 08:30 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 1 | 14 |
| 08:45 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 3 | 15 |
| Hr Total | 0 | 0 | 9 | 0 | 0 | 0 | 39 | 7 | 55 |
| 09:00 | 0 | 0 | 3 | 0 | 1 | 0 | 10 | 1 | 15 |
| 09:15 | 0 | 1 | 2 | 0 | 0 | 0 | 9 | 1 | 13 |
| 09:30 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 9 |
| 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 4 |
| Hr Total | 0 | 2 | 7 | 0 | 1 | 0 | 28 | 3 | 41 |
| 10:00 | 1 | 2 | 4 | 0 | 0 | 0 | 6 | 1 | 14 |
| 10:15 | 1 | 1 | 13 | 0 | 0 | 0 | 2 | 0 | 17 |
| 10:30 | 0 | 1 | 4 | 0 | 1 | 0 | 4 | 0 | 10 |
| 10:45 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 7 |
| Hr Total | 3 | 4 | 24 | 0 | 1 | 0 | 14 | 2 | 48 |
| 11:00 | 1 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 12 |
| 11:15 | 2 | 2 | 3 | 0 | 0 | 0 | 4 | 0 | 11 |
| 11:30 | 1 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 9 |
| 11:45 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 1 | 8 |
| Hr Total | 4 | 3 | 20 | 0 | 2 | 0 | 10 | 1 | 40 |
| 12:00 | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 12 |
| 12:15 | 4 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 12 |
| 12:30 | 1 | 0 | 6 | 0 | 1 | 0 | 4 | 0 | 12 |
| 12:45 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 6 |
| Hr Total | 5 | 1 | 15 | 0 | 2 | 0 | 18 | 1 | 42 |

Weather :
Counter :
Counted by:

Silver State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Site Code : 00003333
Start Date: 05/26/99
File I.D. : NTS2-2
Page : 2

Vehicle group 1

| Date 05/26/99 | Mercury Hwy (N of Mercury) Southbound Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Mercury Hwy (N of Mercury) Northbound Multi Truck | Bus | Auto/ Lt.Trk | SU Trucks | Total |
|---|---|---|---|---|---|---|---|---|---|
| 13:00 | 1 | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 13 |
| 13:15 | 0 | 1 | 9 | 0 | 0 | 0 | 6 | 2 | 18 |
| 13:30 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 2 | 14 |
| 13:45 | 0 | 1 | 2 | 0 | 0 | 0 | 7 | 1 | 11 |
| Hr Total | 1 | 2 | 19 | 0 | 0 | 0 | 29 | 5 | 56 |
| 14:00 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 14 |
| 14:15 | 0 | 1 | 5 | 0 | 0 | 0 | 3 | 2 | 11 |
| 14:30 | 1 | 0 | 13 | 0 | 0 | 1 | 5 | 0 | 20 |
| 14:45 | 1 | 1 | 10 | 0 | 0 | 0 | 2 | 2 | 16 |
| Hr Total | 2 | 2 | 34 | 0 | 0 | 1 | 16 | 6 | 61 |
| 15:00 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 7 |
| 15:15 | 1 | 1 | 10 | 0 | 1 | 0 | 2 | 1 | 16 |
| 15:30 | 0 | 0 | 12 | 0 | 0 | 2 | 6 | 0 | 20 |
| 15:45 | 0 | 0 | 17 | 0 | 0 | 0 | 1 | 1 | 19 |
| Hr Total | 1 | 1 | 44 | 0 | 1 | 2 | 10 | 3 | 62 |
| 16:00 | 0 | 1 | 11 | 0 | 0 | 0 | 6 | 0 | 18 |
| 16:15 | 0 | 1 | 10 | 2 | 0 | 0 | 0 | 1 | 14 |
| 16:30 | 0 | 1 | 12 | 1 | 0 | 3 | 1 | 0 | 18 |
| 16:45 | 0 | 3 | 13 | 0 | 0 | 3 | 1 | 2 | 22 |
| Hr Total | 0 | 6 | 46 | 3 | 0 | 6 | 8 | 3 | 72 |
| 17:00 | 0 | 1 | 12 | 0 | 1 | 1 | 1 | 0 | 16 |
| 17:15 | 0 | 0 | 51 | 0 | 0 | 0 | 2 | 1 | 54 |
| Hr Total | 0 | 1 | 63 | 0 | 1 | 1 | 3 | 1 | 70 |
| *TOTAL* | 16 | 25 | 292 | 10 | 16 | 17 | 366 | 38 | 780 |

Weather :
Counter :
Counted by:

Silve State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Site Code : 00003333
Start Date: 05/27/99
File I.D. : NTS3-3
Page : 1

Vehicle group 1

Date 05/27/99

| | Mercury Hwy (N of Tippipah) Southbound | | | | Mercury Hwy (N of Tippipah) Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Multi Truck | Bus | Auto/ Lt.Trk | SU Truck | Total |
| 06:30 | 0 | 0 | 2 | 1 | 0 | 4 | 18 | 0 | 25 |
| 06:45 | 0 | 0 | 5 | 3 | 0 | 0 | 17 | 0 | 25 |
| 07:00 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 8 |
| 07:15 | 1 | 2 | 5 | 0 | 0 | 0 | 3 | 0 | 11 |
| Hr Total | 1 | 2 | 14 | 4 | 0 | 4 | 44 | 0 | 69 |
| 07:30 | 2 | 2 | 3 | 0 | 0 | 0 | 7 | 2 | 16 |
| 07:45 | 0 | 0 | 4 | 0 | 1 | 0 | 12 | 1 | 18 |
| 08:00 | 1 | 0 | 3 | 0 | 1 | 0 | 8 | 1 | 14 |
| 08:15 | 0 | 1 | 3 | 0 | 1 | 0 | 5 | 1 | 11 |
| Hr Total | 3 | 3 | 13 | 0 | 3 | 0 | 32 | 5 | 59 |
| 08:30 | 1 | 1 | 13 | 0 | 0 | 0 | 5 | 1 | 21 |
| 08:45 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 1 | 11 |
| 09:00 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 2 | 11 |
| 09:15 | 0 | 2 | 3 | 0 | 1 | 0 | 7 | 0 | 13 |
| Hr Total | 1 | 5 | 27 | 0 | 2 | 0 | 17 | 4 | 56 |
| 09:30 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 8 |
| 09:45 | 1 | 0 | 5 | 0 | 1 | 0 | 9 | 0 | 16 |
| 10:00 | 0 | 0 | 6 | 0 | 1 | 0 | 3 | 4 | 14 |
| 10:15 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 8 |
| Hr Total | 1 | 3 | 14 | 0 | 2 | 0 | 22 | 4 | 46 |
| 10:30 | 1 | 0 | 8 | 0 | 2 | 0 | 9 | 3 | 23 |
| 10:45 | 0 | 0 | 5 | 0 | 1 | 0 | 4 | 1 | 11 |
| 11:00 | 0 | 3 | 7 | 0 | 0 | 0 | 2 | 0 | 12 |
| 11:15 | 1 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 17 |
| Hr Total | 2 | 3 | 32 | 0 | 3 | 0 | 19 | 4 | 63 |
| 11:30 | 3 | 1 | 8 | 0 | 0 | 0 | 8 | 0 | 20 |
| 11:45 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 9 |
| 12:00 | 0 | 4 | 13 | 0 | 0 | 0 | 8 | 0 | 25 |
| 12:15 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 8 |
| Hr Total | 3 | 5 | 31 | 0 | 0 | 0 | 23 | 0 | 62 |
| 12:30 | 1 | 1 | 5 | 0 | 1 | 0 | 4 | 0 | 12 |
| 12:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 6 |
| 13:00 | 0 | 1 | 5 | 0 | 1 | 0 | 1 | 0 | 8 |
| 13:15 | 0 | 1 | 2 | 0 | 1 | 0 | 9 | 1 | 14 |
| Hr Total | 1 | 3 | 15 | 0 | 3 | 0 | 17 | 1 | 40 |

Weather :
Counter :
Counted by:

Silver State Traffic Data Collection
1819 Quarley Place
Henderson, NV 89014

Site Code : 00003333
Start Date: 05/27/99
File I.D. : NTS3-3
Page : 2

Vehicle group 1

| Date 05/27/99 | Mercury Hwy (N of Tippipah) Southbound Multi Truck | SU Truck | Auto/ Lt.Trk | Bus | Mercury Hwy (N of Tippipah) Northbound Multi Truck | Bus | Auto/ Lt.Trk | SU Truck | Total |
|---|---|---|---|---|---|---|---|---|---|
| 13:30 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 1 | 9 |
| 13:45 | 0 | 1 | 2 | 0 | 0 | 0 | 6 | 0 | 9 |
| 14:00 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 8 |
| 14:15 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 8 |
| Hr Total | 1 | 2 | 15 | 0 | 1 | 0 | 13 | 2 | 34 |
| 14:30 | 1 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 10 |
| 14:45 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 1 | 11 |
| 15:00 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 9 |
| 15:15 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 2 | 14 |
| Hr Total | 1 | 1 | 20 | 0 | 0 | 0 | 19 | 3 | 44 |
| 15:30 | 1 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 8 |
| 15:45 | 0 | 0 | 9 | 0 | 0 | 2 | 2 | 1 | 14 |
| 16:00 | 2 | 0 | 8 | 3 | 0 | 0 | 6 | 0 | 19 |
| 16:15 | 1 | 0 | 10 | 0 | 0 | 0 | 7 | 3 | 21 |
| Hr Total | 4 | 1 | 31 | 3 | 0 | 2 | 17 | 4 | 62 |
| 16:30 | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 3 | 12 |
| 16:45 | 0 | 0 | 8 | 0 | 0 | 1 | 2 | 0 | 11 |
| 17:00 | 0 | 0 | 13 | 0 | 0 | 2 | 1 | 0 | 16 |
| 17:15 | 0 | 0 | 16 | 1 | 0 | 1 | 1 | 0 | 19 |
| Hr Total | 0 | 1 | 40 | 1 | 0 | 4 | 9 | 3 | 58 |
| 17:30 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 6 |
| *TOTAL* | 18 | 29 | 255 | 11 | 14 | 10 | 232 | 30 | 599 |

# APPENDIX B

# LEVEL OF SERVICE

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 1 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .78 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 96 / 4 |
| LANE WIDTH (FT)..... | 13 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .73 | .95 |
| B | 2.2 | 2 | 2.5 | .7 | .73 | .93 |
| C | 2.2 | 2 | 2.5 | .7 | .73 | .93 |
| D | 2 | 1.6 | 1.6 | .7 | .73 | .96 |
| E | 2 | 1.6 | 1.6 | .88 | .73 | .96 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 295
ACTUAL FLOW RATE: 378

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 202 | .15 |
| B | 358 | .27 |
| C | 571 | .43 |
| D | 871 | .64 |
| E | 1710 | 1 |

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (Ts.cb Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 2 |
| PERCENTAGE OF BUSES..... | 1 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .67 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 93 / 7 |
| LANE WIDTH (FT)..... | 13 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .74 | .97 |
| B | 2.2 | 2 | 2.5 | .7 | .74 | .97 |
| C | 2.2 | 2 | 2.5 | .7 | .74 | .97 |
| D | 2 | 1.6 | 1.6 | .7 | .74 | .97 |
| E | 2 | 1.6 | 1.6 | .88 | .74 | .97 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 272
ACTUAL FLOW RATE: 406

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 211 | .15 |
| B | 378 | .27 |
| C | 602 | .43 |
| D | 902 | .64 |
| E | 1772 | 1 |

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 5 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .83 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 97 / 3 |
| LANE WIDTH (FT)..... | 13 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .72 | .93 |
| B | 2.2 | 2 | 2.5 | .7 | .72 | .91 |
| C | 2.2 | 2 | 2.5 | .7 | .72 | .91 |
| D | 2 | 1.6 | 1.6 | .7 | .72 | .93 |
| E | 2 | 1.6 | 1.6 | .88 | .72 | .93 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 143
ACTUAL FLOW RATE: 172

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 197 | .15 |
| B | 348 | .27 |
| C | 554 | .43 |
| D | 846 | .64 |
| E | 1663 | 1 |

LOS FOR GIVEN CONDITIONS: A

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 8 |
| PERCENTAGE OF BUSES..... | 7 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .64 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 13 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .7 | .73 | .89 |
| E | 2 | 1.6 | 1.6 | .88 | .73 | .89 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 135
ACTUAL FLOW RATE: 211

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 189 | .15 |
| B | 331 | .27 |
| C | 528 | .43 |
| D | 816 | .64 |
| E | 1603 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 6-8-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 12 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .72 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 1 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .75 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .75 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .75 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .75 | .73 | .9 |
| E | 2 | 1.6 | 1.6 | .9 | .73 | .9 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 72
ACTUAL FLOW RATE: 100

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 202 | .15 |
| B | 354 | .27 |
| C | 564 | .43 |
| D | 882 | .64 |
| E | 1654 | 1 |

LOS FOR GIVEN CONDITIONS: A

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... Existing
DATE OF ANALYSIS..... 6-8-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 16 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .81 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 78 / 22 |
| LANE WIDTH (FT)..... | 13 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .84 | .83 |
| B | 2.2 | 2 | 2.5 | .7 | .84 | .8 |
| C | 2.2 | 2 | 2.5 | .7 | .84 | .8 |
| D | 2 | 1.6 | 1.6 | .7 | .84 | .84 |
| E | 2 | 1.6 | 1.6 | .88 | .84 | .84 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 116
ACTUAL FLOW RATE: 143

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 205 | .15 |
| B | 356 | .27 |
| C | 567 | .43 |
| D | 883 | .64 |
| E | 1735 | 1 |

LOS FOR GIVEN CONDITIONS: A

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 1 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .78 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 96 / 4 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .73 | .95 |
| B | 2.2 | 2 | 2.5 | .7 | .73 | .93 |
| C | 2.2 | 2 | 2.5 | .7 | .73 | .93 |
| D | 2 | 1.6 | 1.6 | .7 | .73 | .96 |
| E | 2 | 1.6 | 1.6 | .88 | .73 | .96 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 646
ACTUAL FLOW RATE: 828

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 202 | .15 |
| B | 358 | .27 |
| C | 571 | .43 |
| D | 871 | .64 |
| E | 1710 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 1 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .78 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 96 / 4 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .73 | .95 |
| B | 2.2 | 2 | 2.5 | .81 | .73 | .93 |
| C | 2.2 | 2 | 2.5 | .81 | .73 | .93 |
| D | 2 | 1.6 | 1.6 | .81 | .73 | .96 |
| E | 2 | 1.6 | 1.6 | .93 | .73 | .96 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 646
ACTUAL FLOW RATE: 828

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 233 | .15 |
| B | 415 | .27 |
| C | 660 | .43 |
| D | 1007 | .64 |
| E | 1807 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 1 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .78 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 96 / 4 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .73 | .95 |
| B | 2.2 | 2 | 2.5 | 1 | .73 | .93 |
| C | 2.2 | 2 | 2.5 | 1 | .73 | .93 |
| D | 2 | 1.6 | 1.6 | 1 | .73 | .96 |
| E | 2 | 1.6 | 1.6 | 1 | .73 | .96 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 646
ACTUAL FLOW RATE: 828

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 288 | .15 |
| B | 512 | .27 |
| C | 815 | .43 |
| D | 1244 | .64 |
| E | 1943 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS..... 2
PERCENTAGE OF BUSES..... 1
PERCENTAGE OF RECREATIONAL VEHICLES..... 0
DESIGN SPEED (MPH)..... 60
PEAK HOUR FACTOR..... .67
DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 93 / 7
LANE WIDTH (FT)..... 12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 0
PERCENT NO PASSING ZONES..... 0

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .74 | .97 |
| B | 2.2 | 2 | 2.5 | .7 | .74 | .97 |
| C | 2.2 | 2 | 2.5 | .7 | .74 | .97 |
| D | 2 | 1.6 | 1.6 | .7 | .74 | .97 |
| E | 2 | 1.6 | 1.6 | .88 | .74 | .97 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 595
ACTUAL FLOW RATE: 888

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 211 | .15 |
| B | 378 | .27 |
| C | 602 | .43 |
| D | 902 | .64 |
| E | 1772 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (S. of Entry Gate)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 2 |
| PERCENTAGE OF BUSES..... | 1 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .67 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 93 / 7 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .74 | .97 |
| B | 2.2 | 2 | 2.5 | .81 | .74 | .97 |
| C | 2.2 | 2 | 2.5 | .81 | .74 | .97 |
| D | 2 | 1.6 | 1.6 | .81 | .74 | .97 |
| E | 2 | 1.6 | 1.6 | .93 | .74 | .97 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 595
ACTUAL FLOW RATE: 888

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 244 | .15 |
| B | 437 | .27 |
| C | 696 | .43 |
| D | 1044 | .64 |
| E | 1873 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION... Mercury Hwy (US 62 Forty Acres)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 2 |
| PERCENTAGE OF BUSES..... | 1 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .67 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 93 / 7 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .74 | .97 |
| B | 2.2 | 2 | 2.5 | 1 | .74 | .97 |
| C | 2.2 | 2 | 2.5 | 1 | .74 | .97 |
| D | 2 | 1.6 | 1.6 | 1 | .74 | .97 |
| E | 2 | 1.6 | 1.6 | 1 | .74 | .97 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 595
ACTUAL FLOW RATE: 888

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 302 | .15 |
| B | 540 | .27 |
| C | 859 | .43 |
| D | 1289 | .64 |
| E | 2014 | 1 |

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 5 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .83 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 97 / 3 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .72 | .93 |
| B | 2.2 | 2 | 2.5 | .7 | .72 | .91 |
| C | 2.2 | 2 | 2.5 | .7 | .72 | .91 |
| D | 2 | 1.6 | 1.6 | .7 | .72 | .93 |
| E | 2 | 1.6 | 1.6 | .88 | .72 | .93 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 313
ACTUAL FLOW RATE: 377

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 197 | .15 |
| B | 348 | .27 |
| C | 554 | .43 |
| D | 846 | .64 |
| E | 1663 | 1 |

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 5 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .83 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 97 / 3 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .72 | .93 |
| B | 2?2? | 2? | 2?5 | .81 | .72 | .91 |
| C | 2.2 | 2 | 2.5 | .81 | .72 | .91 |
| D | 2 | 1.6 | 1.6 | .81 | .72 | .93 |
| E | 2 | 1.6 | 1.6 | .93 | .72 | .93 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 313
ACTUAL FLOW RATE: 377

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 227 | .15 |
| B | 403 | .27 |
| C | 641 | .43 |
| D | 979 | .64 |
| E | 1757 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 5 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .83 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 97/[illegible] |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .72 | .93 |
| B | 2.2 | 2 | 2.5 | 1 | .72 | .91 |
| C | 2.2 | 2 | 2.5 | 1 | .72 | .91 |
| D | 2 | 1.6 | 1.6 | 1 | .72 | .93 |
| E | 2 | 1.6 | 1.6 | 1 | .72 | .93 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 313
ACTUAL FLOW RATE: 377

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 281 | .15 |
| B | 497 | .27 |
| C | 792 | .43 |
| D | 1209 | .64 |
| E | 1889 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 8 |
| PERCENTAGE OF BUSES..... | 7 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .64 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .7 | .73 | .89 |
| E | 2 | 1.6 | 1.6 | .88 | .73 | .89 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 295
ACTUAL FLOW RATE: 461

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 189 | .15 |
| B | 331 | .27 |
| C | 528 | .43 |
| D | 816 | .64 |
| E | 1603 | 1 |

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 8 |
| PERCENTAGE OF BUSES..... | 7 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .64 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .81 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .81 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .81 | .73 | .89 |
| E | 2 | 1.6 | 1.6 | .93 | .73 | .89 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 295
ACTUAL FLOW RATE: 461

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 219 | .15 |
| B | 383 | .27 |
| C | 611 | .43 |
| D | 944 | .64 |
| E | 1694 | 1 |

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Mercury)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-08-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 8 |
| PERCENTAGE OF BUSES..... | 7 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .64 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | 1 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | 1 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | 1 | .73 | .89 |
| E | 2 | 1.6 | 1.6 | 1 | .73 | .89 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 295
ACTUAL FLOW RATE: 461

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 270 | .15 |
| B | 473 | .27 |
| C | 754 | .43 |
| D | 1166 | .64 |
| E | 1822 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippirah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 12 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .72 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .7 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .7 | .73 | .9 |
| E | 2 | 1.6 | 1.6 | .88 | .73 | .9 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 158
ACTUAL FLOW RATE: 219

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 189 | .15 |
| B | 331 | .27 |
| C | 527 | .43 |
| D | 823 | .64 |
| E | 1618 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 12 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .72 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .73 | .88 |
| B | 2.2 | 2 | 2.5 | .81 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | .81 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | .81 | .73 | .9 |
| E | 2 | 1.6 | 1.6 | .93 | .73 | .9 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 158
ACTUAL FLOW RATE: 219

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 219 | .15 |
| B | 383 | .27 |
| C | 610 | .43 |
| D | 953 | .64 |
| E | 1709 | 1 |

LOS FOR GIVEN CONDITIONS: A

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... AM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 12 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .72 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 95 / 5 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .73 | .86 |
| B | 2.2 | 2 | 2.5 | 1 | .73 | .86 |
| C | 2.2 | 2 | 2.5 | 1 | .73 | .86 |
| D | 2 | 1.6 | 1.6 | 1 | .73 | .9 |
| E | 2 | 1.6 | 1.6 | 1 | .73 | .9 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 158
ACTUAL FLOW RATE: 219

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 270 | .15 |
| B | 473 | .27 |
| C | 753 | .43 |
| D | 1176 | .64 |
| E | 1838 | 1 |

LOS FOR GIVEN CONDITIONS: A

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 16 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .81 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 78 / 22 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 0 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .7 | .84 | .83 |
| B | 2.2 | 2 | 2.5 | .7 | .84 | .8 |
| C | 2.2 | 2 | 2.5 | .7 | .84 | .8 |
| D | 2 | 1.6 | 1.6 | .7 | .84 | .84 |
| E | 2 | 1.6 | 1.6 | .88 | .84 | .84 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 254
ACTUAL FLOW RATE: 314

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 205 | .15 |
| B | 356 | .27 |
| C | 567 | .43 |
| D | 883 | .64 |
| E | 1735 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 16 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .81 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 78 / 22 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 2 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | .81 | .84 | .83 |
| B | 2.2 | 2 | 2.5 | .81 | .84 | .8 |
| C | 2.2 | 2 | 2.5 | .81 | .84 | .8 |
| D | 2 | 1.6 | 1.6 | .81 | .84 | .84 |
| E | 2 | 1.6 | 1.6 | .93 | .84 | .84 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 254
ACTUAL FLOW RATE: 314

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 237 | .15 |
| B | 412 | .27 |
| C | 656 | .43 |
| D | 1022 | .64 |
| E | 1833 | 1 |

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS
**********

FACILITY LOCATION.... Mercury Hwy (N. of Tippipah)
ANALYST..... CBH
TIME OF ANALYSIS..... 2019
DATE OF ANALYSIS..... 06-24-1999
OTHER INFORMATION.... PM

A) ADJUSTMENT FACTORS

| | |
|---|---|
| PERCENTAGE OF TRUCKS..... | 16 |
| PERCENTAGE OF BUSES..... | 6 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 0 |
| DESIGN SPEED (MPH)..... | 60 |
| PEAK HOUR FACTOR..... | .81 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 78 / 22 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 0 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | $E_T$ | $E_B$ | $E_R$ | $f_w$ | $f_d$ | $f_{HV}$ |
|---|---|---|---|---|---|---|
| A | 2 | 1.8 | 2.2 | 1 | .84 | .83 |
| B | 2.2 | 2 | 2.5 | 1 | .84 | .8 |
| C | 2.2 | 2 | 2.5 | 1 | .84 | .8 |
| D | 2 | 1.6 | 1.6 | 1 | .84 | .84 |
| E | 2 | 1.6 | 1.6 | 1 | .84 | .84 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 254
ACTUAL FLOW RATE: 314

| LOS | SERVICE FLOW RATE | V/C |
|---|---|---|
| A | 293 | .15 |
| B | 508 | .27 |
| C | 810 | .43 |
| D | 1262 | .64 |
| E | 1971 | 1 |

LOS FOR GIVEN CONDITIONS: B