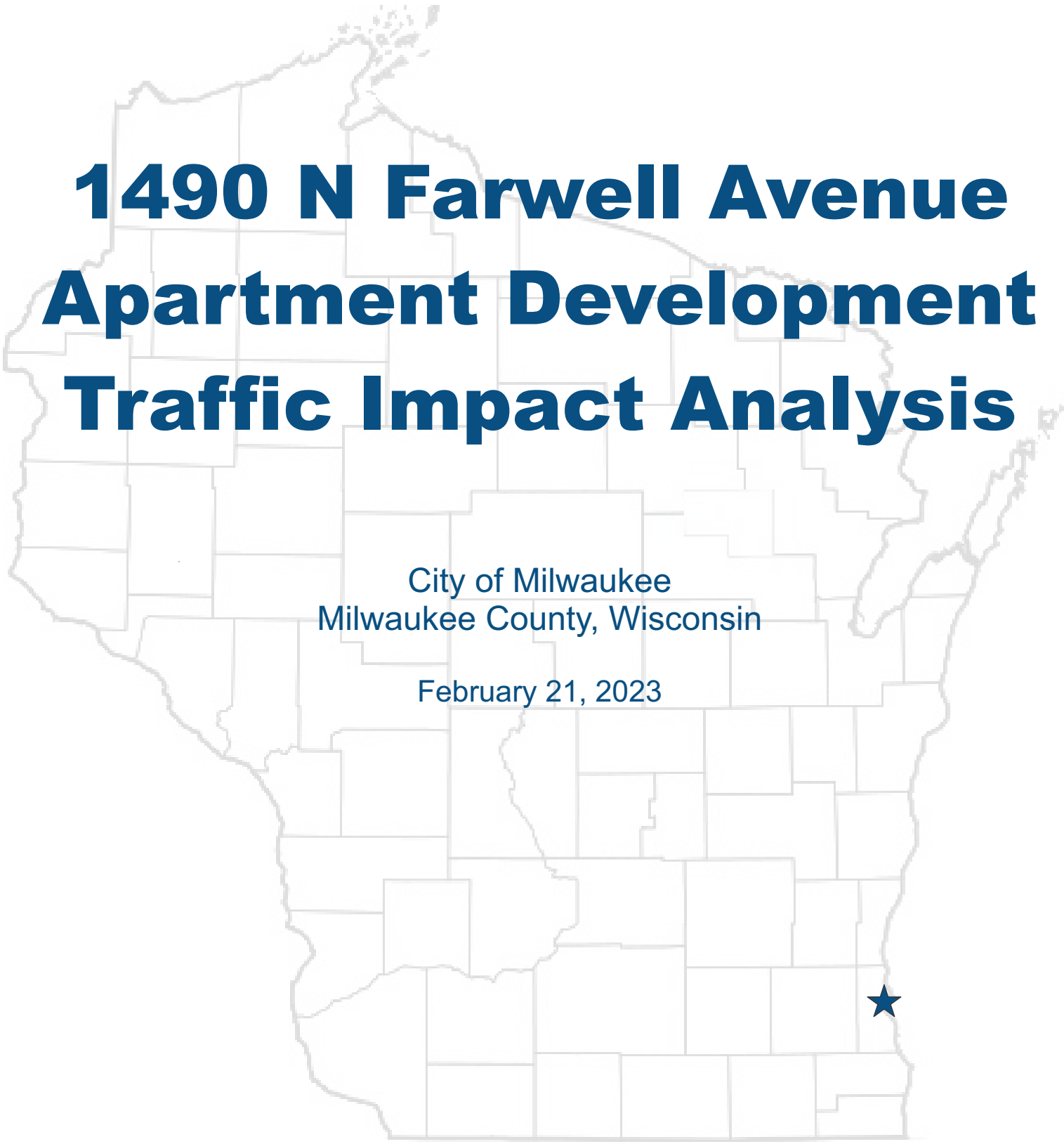
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

1490 N Farwell Avenue Apartment Development Traffic Impact Analysis

City of Milwaukee
Milwaukee County, Wisconsin

February 21, 2023



TRAFFIC IMPACT STUDY FOR:

1490 NORTH FARWELL AVENUE APARTMENT DEVELOPMENT

CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN

February 21, 2023

PREPARED FOR:
Korb + Associates Architects
790 N Milwaukee St. Suite 210
Milwaukee, Wisconsin 53202
Phone: (414) 988-7430
Contact Person: Jason Korb

PREPARED BY:
Traffic Analysis & Design, Inc.
PO Box 128
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF APPENDICES

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

This traffic impact analysis (TIA) report was prepared to determine the traffic impacts of a proposed apartment development at 1490 North Farwell Avenue, located immediately south of East Curtis Place in the City of Milwaukee, Milwaukee County, Wisconsin.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the development and conclusions based on the findings of this traffic study.

B1. Proposed Development

A 25-story apartment building is proposed to be constructed immediately west of the Renaissance Place Banquet Hall which is located at 1451 North Prospect Avenue. The proposed building is expected to be comprised of 18 floors of apartments with the 7 lower floors used for parking. The building is expected to include 310 apartment units as well as additional amenities for the residents including a rooftop pool, shared office spaces for residents, and a car wash station. Access to the parking is proposed via two driveways, one onto East Curtis Place and one onto North Farwell Avenue. Both access driveways are proposed as full access driveways. There are 464 parking spaces proposed over the 7 levels of parking within the building.

Based on trip generation for the site, which includes trips for the apartments as well as trips for a large event at the adjacent Renaissance Place building, the development is expected to generate 185 new trips during the weekday morning peak hour, 175 new trips during the weekday evening peak hour and 170 new trips during the Saturday afternoon peak hour.

B2. Study Area Intersections

The study area intersections evaluated in this study include the following:

- North Prospect Avenue & East Ogden Avenue (traffic signal control)
- North Farwell Avenue & East Ogden Avenue (traffic signal control)
- North Prospect Avenue & East Curtis Place (traffic signal control)
- North Farwell Avenue & East Curtis Place (one-way stop control)
- North Farwell Avenue & Proposed West Driveway (proposed one-way stop control)
- East Curtis Place & Proposed North Driveway (proposed one-way stop control)

In addition to analyzing East Curtis Place under its current two-way operation, the City has requested an additional analysis looking at the operation of East Curtis Place under one-way westbound operation.

B3. Traffic Operations

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th edition* (HCM) using Synchro 11 modeling software. For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. *Note that improvements discussed below are recommended for consideration and are not legally binding. All agencies reserve the right to determine alternative solutions.*

The following modifications are recommended to accommodate traffic based on the assumptions outlined in the TIA. Recommendations are also shown on Exhibit 1-1.

General

- Restrict parking along the entirety of East Curtis Place to allow for unimpeded two-way operation along the street.

North Farwell Avenue at Proposed West Driveway

- Provide a single entrance lane and a single exit lane on the east approach of the intersection.
- Provide stop sign control for exiting vehicles.

East Curtis Place at Proposed North Driveway

- Provide a single entrance lane and a single exit lane on the south approach of the intersection.
- Provide stop sign control for exiting vehicles.

To provide the most efficient operation for all drivers (current and future), the recommendation is to operate East Curtis Place under its current two-way operation; however, since there will be more vehicles using the roadway during the peak hours and during an event at the Renaissance Place banquet facility, removal of parking along the north side of East Curtis Place between North Farwell Avenue and North Prospect Place is recommended. The existing cross section along East Curtis Place includes 26 feet of pavement (face-of-curb to face-of-curb). Currently parking, which uses about 8 feet of the 26 feet, is allowed along the north side of the street, leaving about 18 feet of pavement remaining. The current width works because the existing volumes along the roadway are relatively low and the number of turning movements in/out of private driveways along the roadway are minimal. With close to an equal number of vehicles expected to enter and exit the site from the east and west along East Curtis Place and in order to allow for safe unimpeded operation along this section of roadway between North Farwell Avenue and North Prospect Avenue, removing the parking along the street is recommended. Without the removal of parking, east west movements would be expected to traverse the roadway via substandard 9-foot lanes. A 10-foot width is the recommended minimum width for driving lanes, with 11- or 12-foot the preferred safest width.

However, if removal of parking isn't palatable for the City, East Curtis Place could be converted to one-way westbound traffic with no changes to the on-street parking currently allowed on the north side of the street. Under this operation it should be noted that vehicles *to/from the north* that currently access East Curtis Place would be required to divert their route to access/leave East Curtis Place utilizing North Farwell Avenue, East Ogden Avenue and North Prospect Avenue to divert "around the block" to enter or leave East Curtis Place to/from the north. With this diverted traffic, this would add more trafficon East Ogden Avenue to the south, which already operates with the downtown connector within its right-of-way. If this alternate scenario is preferred, the following modifications are recommended:

General (Alternate Scenario)

- Provide signage along North Farwell Avenue, East Ogden Avenue and North Prospect Avenue to restrict operations on East Curtis Place to one-way westbound operation.

North Farwell Avenue at East Ogden Avenue

- Adjust traffic signal timings to allow for acceptable operation on all approaches.

North Farwell Avenue at Proposed West Driveway

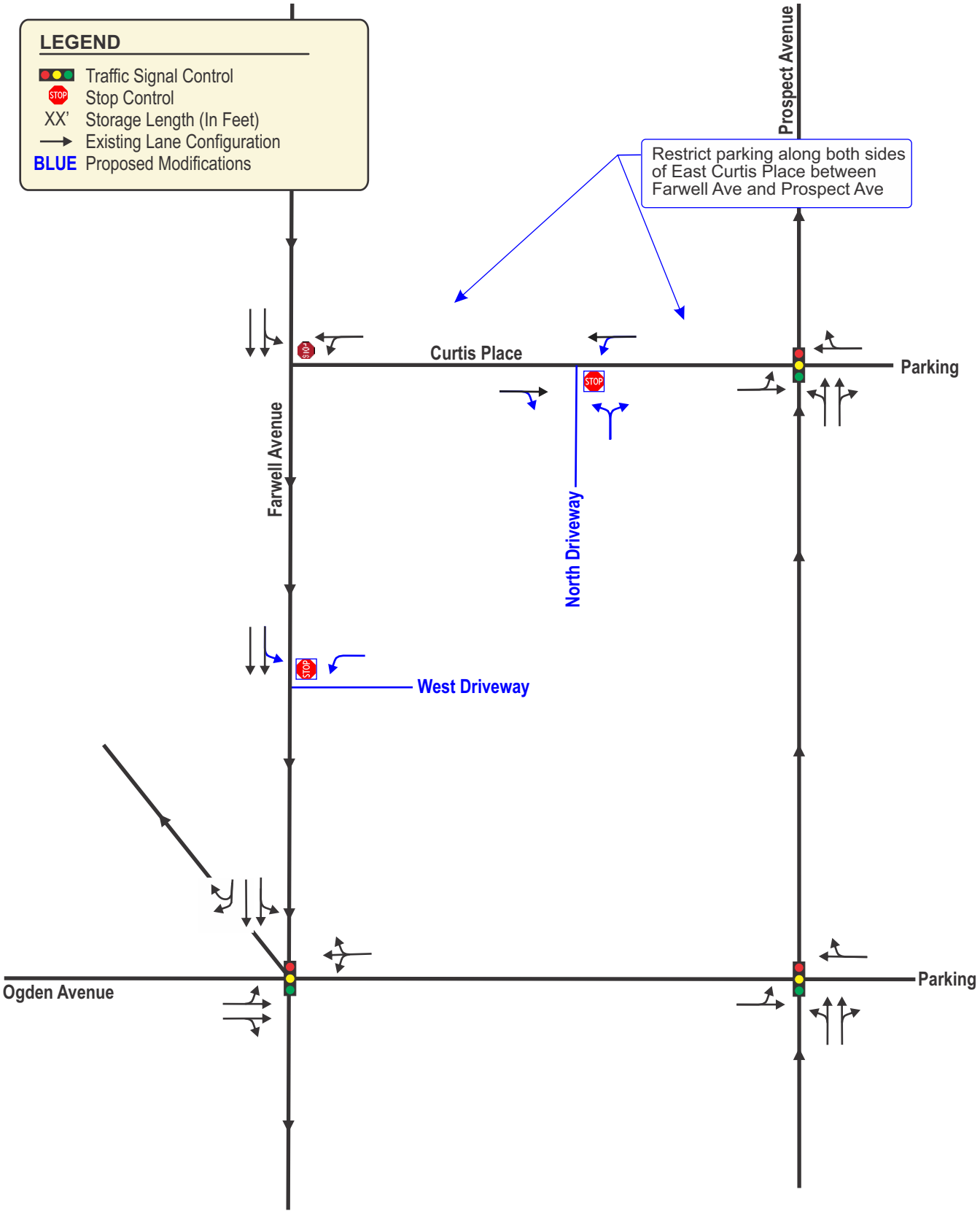
- Provide a single entrance lane and a single exit lane on the east approach of the intersection.
- Provide stop sign control for exiting vehicles.

East Curtis Place at Proposed North Driveway

- Provide a single entrance lane and a single exit lane on the south approach of the intersection.
- Provide stop sign control for exiting vehicles.

B4. Conclusion

All movements at the study area intersections are expected to operate safely and efficiently with the assumptions outlined in this TIA and with the identified recommended modifications.



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 1-1
RECOMMENDED MODIFICATIONS

MILWAUKEE, WISCONSIN

CHAPTER II – EXISTING CONDITIONS

PART A – STUDY AREA

A site location map illustrating the location of the study intersections and proposed development area is shown on Exhibit 2-1. The intersections evaluated in this study include:

- North Prospect Avenue & East Ogden Avenue (traffic signal control)
- North Farwell Avenue & East Ogden Avenue (traffic signal control)
- North Prospect Avenue & East Curtis Place (traffic signal control)
- North Farwell Avenue & East Curtis Place (one-way stop control)
- North Farwell Avenue & Proposed West Driveway (proposed one-way stop control)
- East Curtis Place & Proposed North Driveway (proposed one-way stop control)

In addition to analyzing East Curtis Place under its current two-way operation, the City has requested an additional analysis looking at the operation of East Curtis Place under one-way westbound operation.

Exhibit 2-2 shows the existing transportation system detail for the roadways within the study area. The exhibit illustrates posted speed limits, distances between driveways and intersections, and existing intersection geometrics (travel lanes, intersection turn lanes, traffic control, and turn-lane storage). The following roadways were included in the study area:

North Prospect Avenue is a two-lane undivided one-way northbound principal arterial with a posted speed limit of 25-mph within the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2018 annual average daily traffic (AADT) on North Prospect Avenue was 8,400 vehicles per day (vpd) north of East Ogden Avenue and 7,100-vpd to the south. Sidewalks run along both sides of North Prospect Avenue and parking is allowed on both sides of the one-way street within the limits of the study area.

North Farwell Avenue is a two-lane undivided one-way southbound principal arterial with a posted speed limit of 25-mph within the study area. According to WisDOT, the 2018 AADT on North Farwell Avenue was 10,100-vpd north of East Ogden Avenue and 6,500-vpd to the south. Sidewalks run along both sides of North Farwell Avenue and parking is allowed on both sides of the one-way street within the limits of the study area.

East Ogden Avenue is a two-lane undivided east/west minor arterial with a posted speed limit of 25-mph within the study area. The City of Milwaukee HOP streetcar runs along East Ogden Avenue within the street right-of-way to/from the west and terminates at North Prospect Avenue. The most currently available WisDOT AADT on East Ogden Avenue was 4,200-vpd (2015 count) west of North Farwell Avenue and 2,000-vpd (2012 count) to the east. Sidewalks run along both sides of East Ogden Avenue and parking is allowed on both sides of the street to the west of North Farwell Avenue and on only the north side of the street to the east.

East Curtis Place is a two-lane undivided east/west local street located between North Farwell Avenue and North Prospect Avenue with a posted speed limit of 25-mph. The current cross section on East Curtis Place is 26-feet from face-of-curb to face-of-curb. Parking is currently allowed only on the north side of the street. There is currently no WisDOT AADT volumes available on East Curtis Place; however, ADT volumes of about 800-vpd were extrapolated on the roadway based on the six hours of weekday turning movement count data conducted as part of this study. Sidewalks run along both sides of East Curtis Place within the limits of the study area.

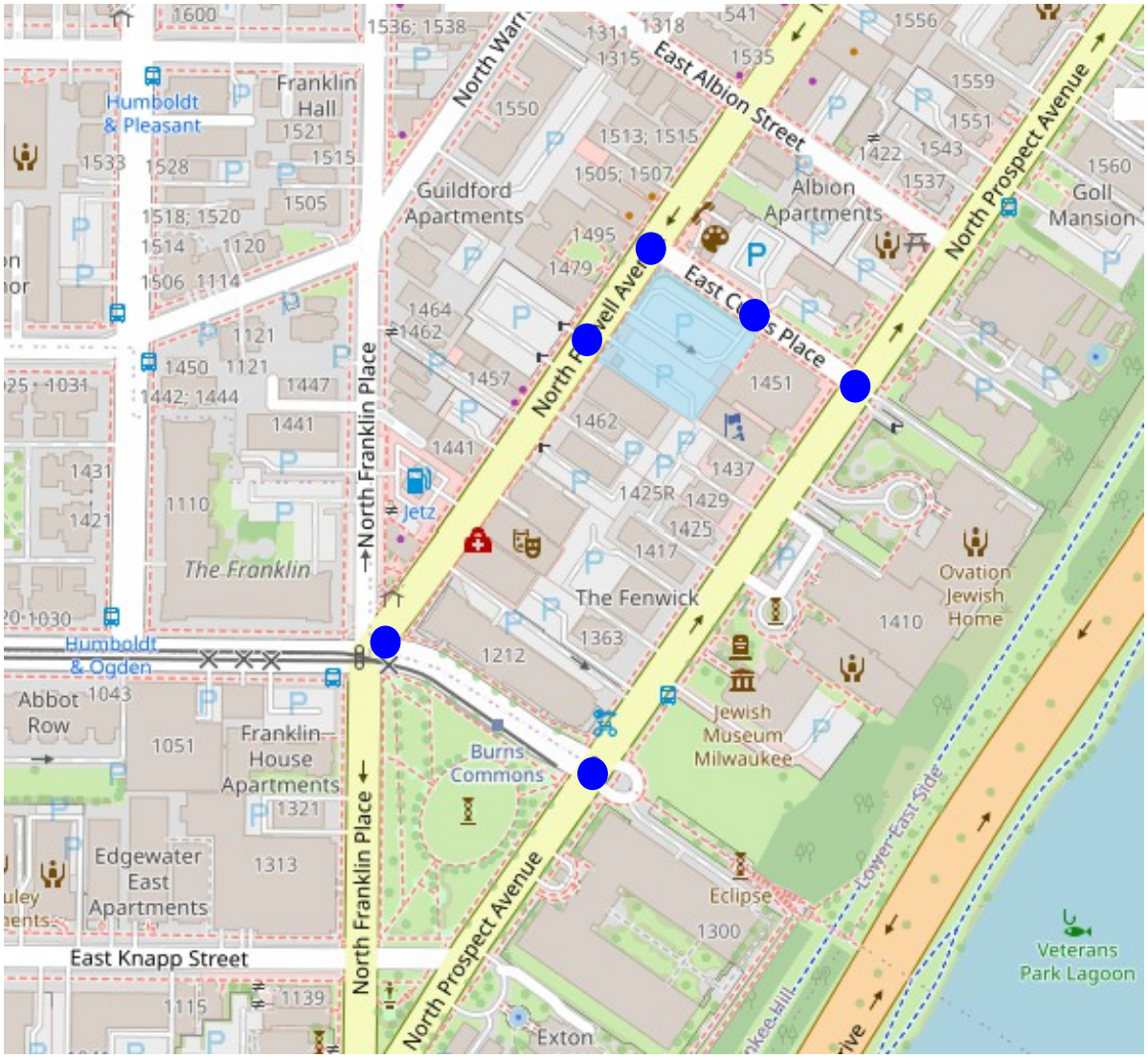
PART B – DATA COLLECTION

TADI collected turning movement traffic volumes at the four existing study intersections in late-January of 2023. At all study intersections, weekday morning traffic counts were collected from 6:00 to 9:00 a.m., weekday evening traffic counts were collected from 3:00 to 6:00 p.m. and Saturday afternoon traffic counts were collected from 2:00 to 4:00 p.m.

Traffic signal timing data for the North Farwell Avenue and North Prospect Avenue intersections was obtained from the City of Milwaukee. All signal timing and traffic count data collected for this study is located in Appendix A.

PART C – EXISTING TRAFFIC VOLUMES

Based on the compiled traffic data at all intersections, the study area peak hours were determined to occur from 7:30-8:30 a.m. (weekday morning peak hour), 4:30-5:30 p.m. (weekday evening peak hour) and from 2:45 a.m.-3:45 p.m. (Saturday afternoon peak hour). The peak hour traffic volumes were balanced between intersections (where appropriate) and are shown on Exhibit 2-3 as the existing traffic volumes evaluated for this study.



LEGEND

- Study Area Intersections
- Location Site

TRAFFIC ANALYSIS & DESIGN, INC.

3022 ~ 02-21-23

N

NOT TO SCALE

EXHIBIT 2-1
SITE LOCATION MAP

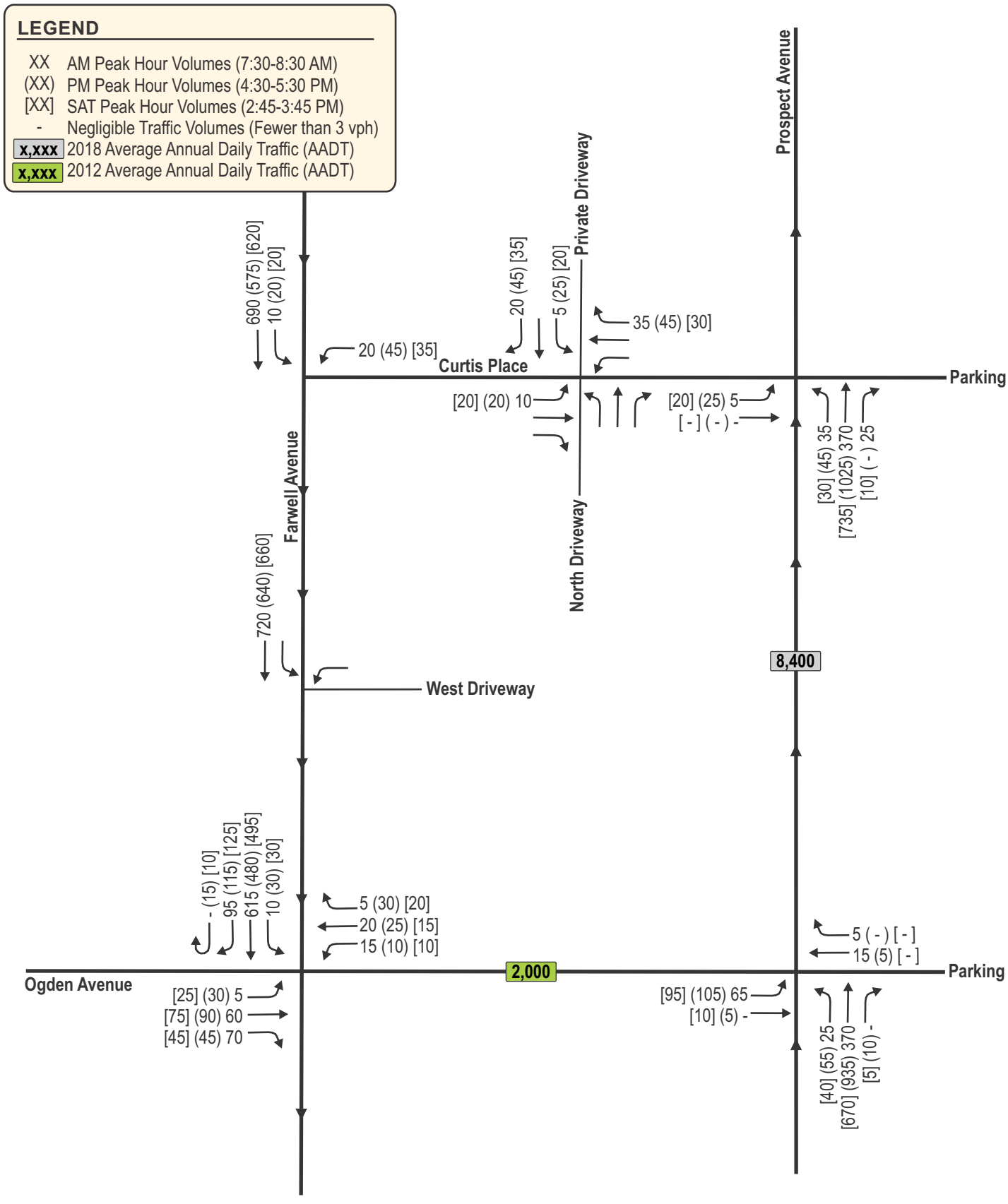
MILWAUKEE, WISCONSIN

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 2-2
EXISTING TRANSPORTATION DETAIL

MILWAUKEE, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 2-3
YEAR 2023 EXISTING TRAFFIC VOLUMES

MILWAUKEE, WISCONSIN

CHAPTER III – PROPOSED DEVELOPMENT

PART A – DEVELOPMENT SITE PLAN

A 25-story apartment building is proposed to be constructed immediately west of the Renaissance Banquet Hall which is located at 1451 North Prospect Avenue. The proposed building is expected to be comprised of 18 floors of apartments with the 7 lower floors used for parking. The building is expected to include 310 apartment units as well as additional amenities for the residents including a rooftop pool, shared office spaces for residents, and a car wash station. There are 464 parking spaces proposed over the 7 levels of parking within the building. An elevation view of the development is shown on Exhibit 3-1A and a first-floor plan showing the access driveways is shown on Exhibit 3-1B. The Renaissance Banquet Hall is not currently operating on this site, but the owners are looking to find a partner to reopen the business as part of the development and parking for the banquet hall is expected to be included in the parking within the apartment development. Access to the parking is proposed via two driveways, one onto East Curtis Place and one onto North Farwell Avenue. Both access driveways are proposed as full access driveways. The construction of the proposed apartment development is expected to occur in a single development phase. A full conceptual plan, showing the parking layout and the typical apartment floor plan layouts for the entire building is also provided in Appendix B of this study.

PART B – DEVELOPMENT TRAFFIC VOLUMES

B1. Trip Generation

The expected traffic volumes generated by the proposed apartment building were calculated based on trip rates or equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The use of trip rates or equations was determined based on procedures listed in the trip generation manual and in the ITE *Trip Generation Handbook, 3rd Edition*.

The trip generation table for the proposed apartment building is shown on Exhibit 3-2A. The "Multi-Family Housing (High-Rise)" land use (for buildings with over 10 stories) was used for this study. In addition, due to the proximity of the development to the City of Milwaukee HOP streetcar, the trip generation rates under the "Close to Rail Transit/Dense Urban" classification were utilized. This was because the High-Rise land use rates represent locations in more dense urban areas where more walking and transit trips would likely occur. A comparison table, provided in Appendix C, shows the trip generation rates with and without rail transit and dense urban versus suburban rates for comparison purposes. As shown, the rates used for this study provide the most conservative (highest) new trips for most of the peak periods analyzed.

As shown on Exhibit 3-2A and based on trip generation for the site, the apartment building is expected to generate 660 new trips on a typical weekday, with 70 new trips during the weekday AM peak hour, 60 new trips during the weekday PM peak hour and 55 new trips during the Saturday afternoon peak hour. Since the development is expected to accommodate parking for the adjacent Renaissance Banquet Hall and as shown on Exhibit 3-2B, the banquet hall is expected to generate an additional 115 new trips during the weekday AM peak hour, 115 additional new trips during the weekday PM peak hour and 115 additional new trips during the Saturday afternoon peak hour.

The total new traffic generation is expected to include 185 new trips during the weekday AM peak hour, 175 new trips during the weekday PM peak hour and 170 new trips during the Saturday afternoon peak hour).

B2. Traffic Assignment

The new trips were assigned to the study area intersections based on the trip distributions shown on the trip generation tables (also shown graphically on Exhibit 3-3) and as follows;

- 45-percent to/from the north on North Farwell Avenue/North Prospect Avenue
- 35-percent to/from the south on North Farwell Avenue/North Prospect Avenue
- 20-percent to/from the west on East Ogden Avenue

This trip distribution was based on existing traffic patterns at the study intersections.

As previously stated, in addition to analyzing East Curtis Place under its current two-way operation, the City has requested an additional analysis looking at the operation of East Curtis Place under one-way westbound operation. The new trips were assigned to the study area intersections under the two Curtis Place scenarios as follows:

- On-Site (Apartment Building) New Trips – Two-Way Operation: Exhibit 3-4A
- On-Site (Apartment Building) New Trips – One-Way Westbound Operation: Exhibit 3-4B
- Off-Site (Banquet Facility Parking) New Trips – Two-Way Operation: Exhibit 3-5A
- Off-Site (Banquet Facility Parking) New Trips – One-Way Westbound Operation: Exhibit 3-5B

Since East Curtis Place currently operates under two-way operation, the existing trips from the west and to the east along East Curtis Place under one-way westbound operation would not be allowed; therefore, these existing trips were redistributed onto the transportation system (along North Farwell Avenue, East Ogden Avenue and North Prospect Avenue) to operate under the proposed one-way westbound operation as follows:

- Redistributed Trips – One-Way Westbound Operation: Exhibit 3-6

PART C – BUILD TRAFFIC VOLUMES

The Build (two-way operation) traffic volumes were generated by adding the on-site (Apartment Building) new trips – two-way operation, shown in Exhibit 3-4A, to the off-site (Banquet Facility Parking) new trips – two-way operation, shown in Exhibit 3-5A, and the existing traffic volumes from Exhibit 2-3. The Build (two-way operation) traffic volumes are shown on Exhibit 3-7A.

The Build (one-way westbound operation) traffic volumes were generated by adding the on-site (Apartment Building) new trips – one-way westbound operation, shown in Exhibit 3-4B, to the off-site (Banquet Facility Parking) new trips – one-way westbound operation, shown in Exhibit 3-5B, to the redistributed trips – one-way westbound operation, shown in Exhibit 3-6, and the existing traffic volumes from Exhibit 2-3. The Build (one-way westbound operation) traffic volumes are shown on Exhibit 3-7B.

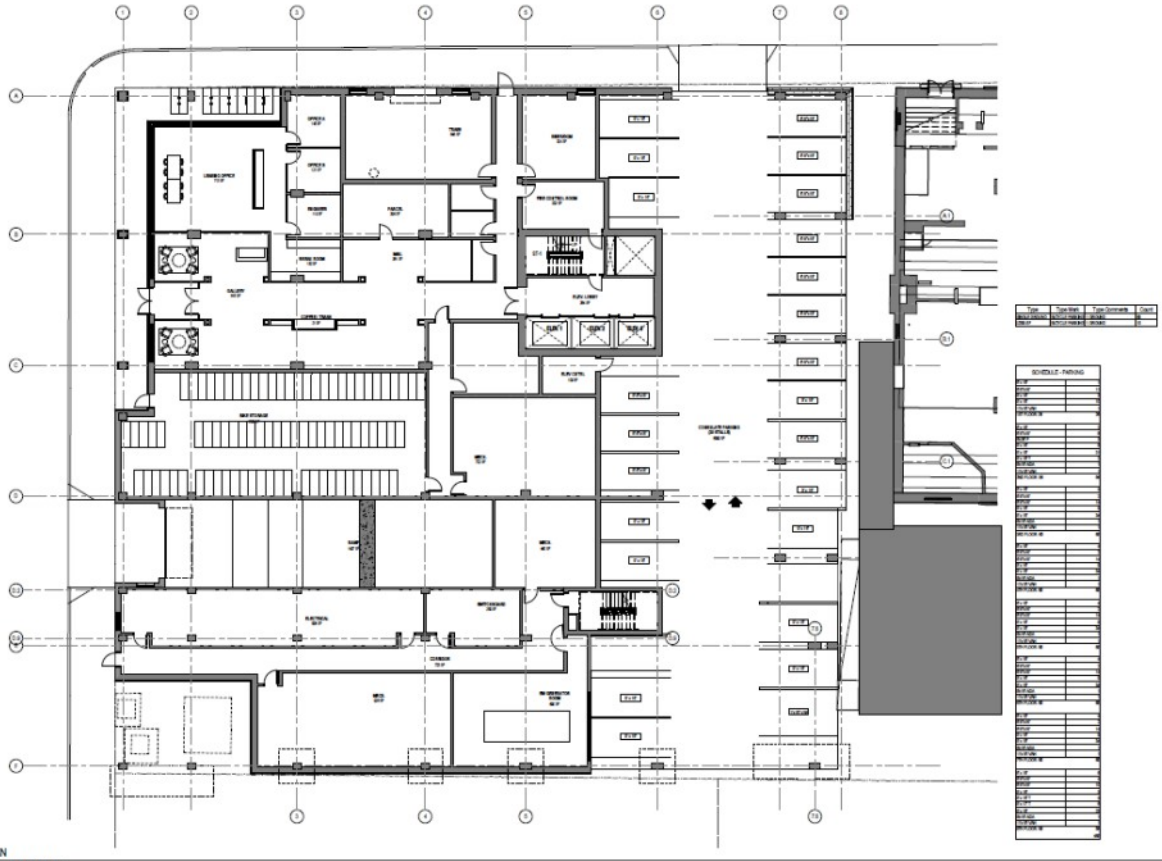
KA

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

EXHIBIT 3-1A
CONCEPTUAL SITE PLAN
ELEVATION VIEW FROM NORTHWEST

MILWAUKEE, WISCONSIN

DESIGN REVIEW - NOT FOR CONSTRUCTION



FIRST FLOOR PLAN
RENAISSANCE FARWELL

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

EXHIBIT 3-1B
CONCEPTUAL SITE PLAN
FIRST FLOOR PLAN

MILWAUKEE, WISCONSIN

Exhibit 3-2A

On-Site Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Multifamily Housing (High-Rise)	222	310 Units	660	10	60	70	40	20	60	25	30	55
(Close to Rail Transit/Dense Urban)			(2.14)	(11%)	(89%)	(0.22)	(69%)	(31%)	(0.19)	(43%)	(57%)	(0.17)
Total New Trips			**660**	**10**	**60**	**70**	**40**	**20**	**60**	**25**	**30**	**55**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

TRIP DISTRIBUTION (New Trips)

North on Farwell/Prospect Avenue	45%	300	5	25	20	10	10	15		
South on Farwell/Prospect Avenue	35%	230	5	20	15	5	10	10		
West on Ogden Avenue	20%	130	0	15	5	5	5	5		
	100%	***660***	***10***	***60***	***40***	***20***	***25***	***30***		

Exhibit 3-2B

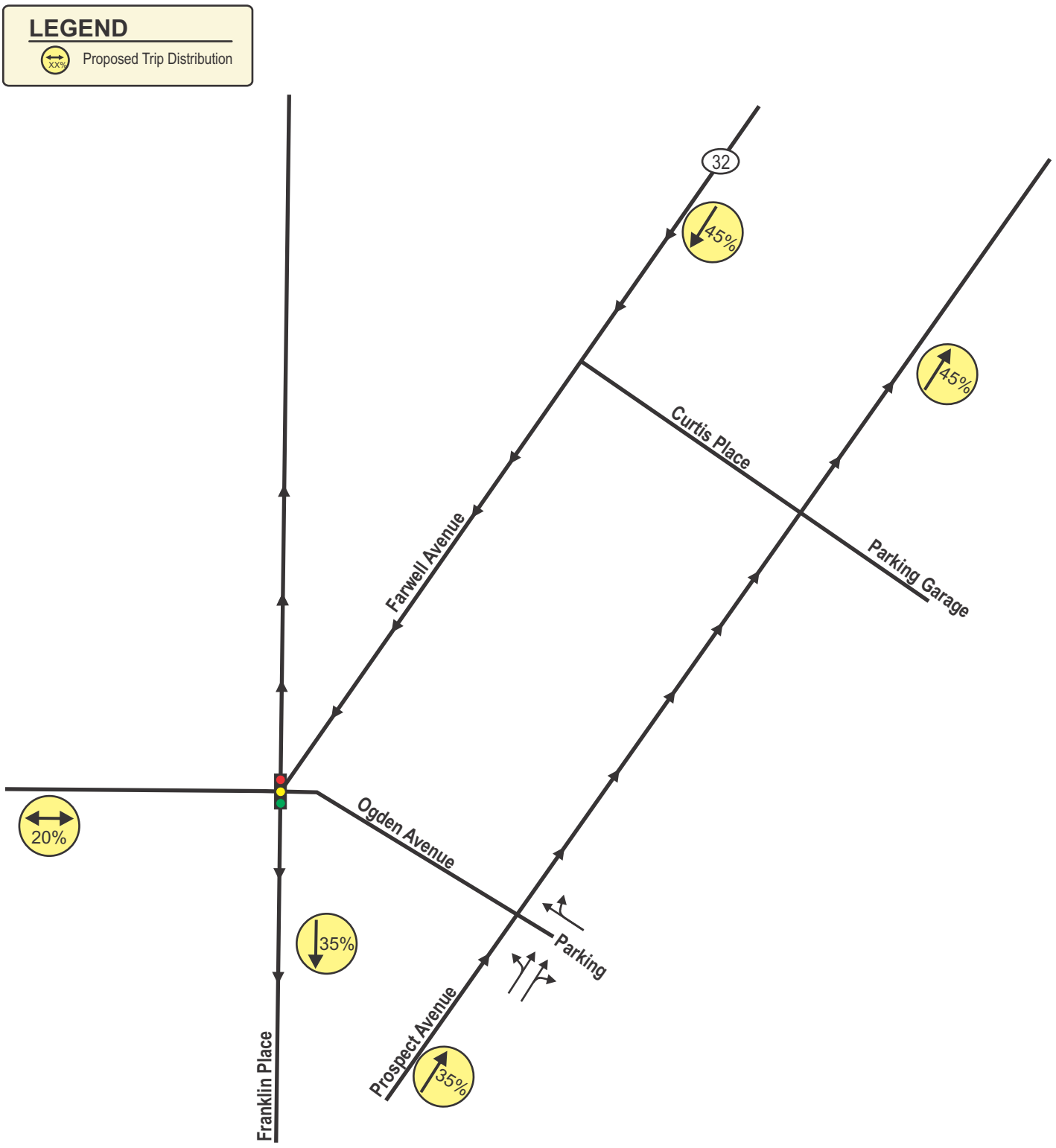
Off-Site Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	AM Peak			PM Peak			SAT Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Event Banquet Hall	TADi	300 Attendees	105	10	115	105	10	115	10	105	115
Total New Trips			**105**	**10**	**115**	**105**	**10**	**115**	**10**	**105**	**115**

[1]Assumes high attended event during typical weekday morning (arrival), weekday evening (arrival) and/or Saturday midday (discharge) peak hours. Assumes 75% driving, 1.6 pp/car and 75% of trips during peak hours.

TRIP DISTRIBUTION (New Trips)

North on Farwell Avenue	45%	50	5		50	5	5	50
South on Prospect Avenue	35%	35	5		35	5	5	35
West on Ogden Avenue	20%	20	0		20	0	0	20
	100%	***105***	***10***		***105***	***10***	***10***	***105***



TRAFFIC ANALYSIS & DESIGN, INC.

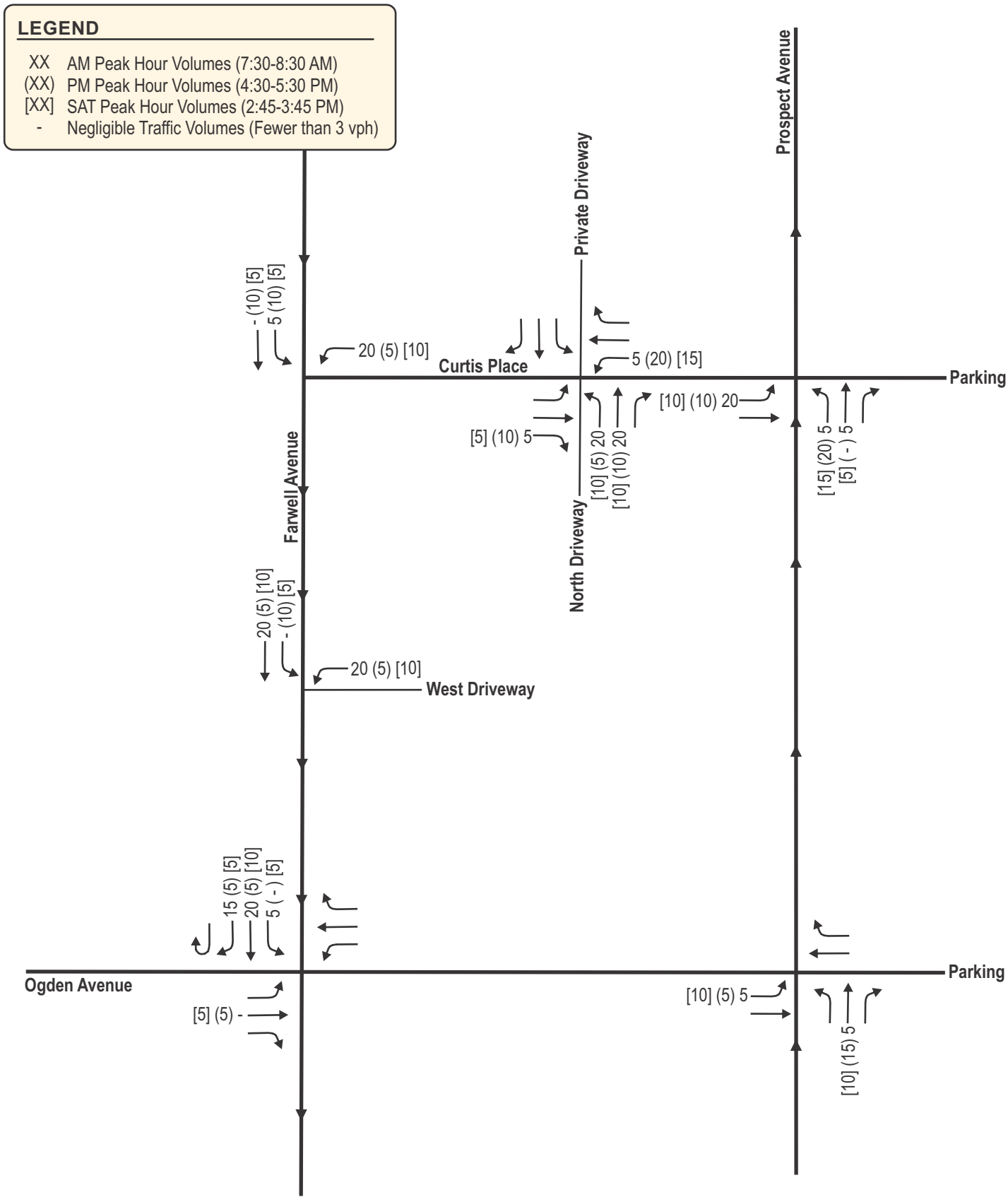
3022 ~ 02-21-23

N

NOT TO SCALE

EXHIBIT 3-3
TRIP DISTRIBUTION DIAGRAM

MILWAUKEE, WISCONSIN

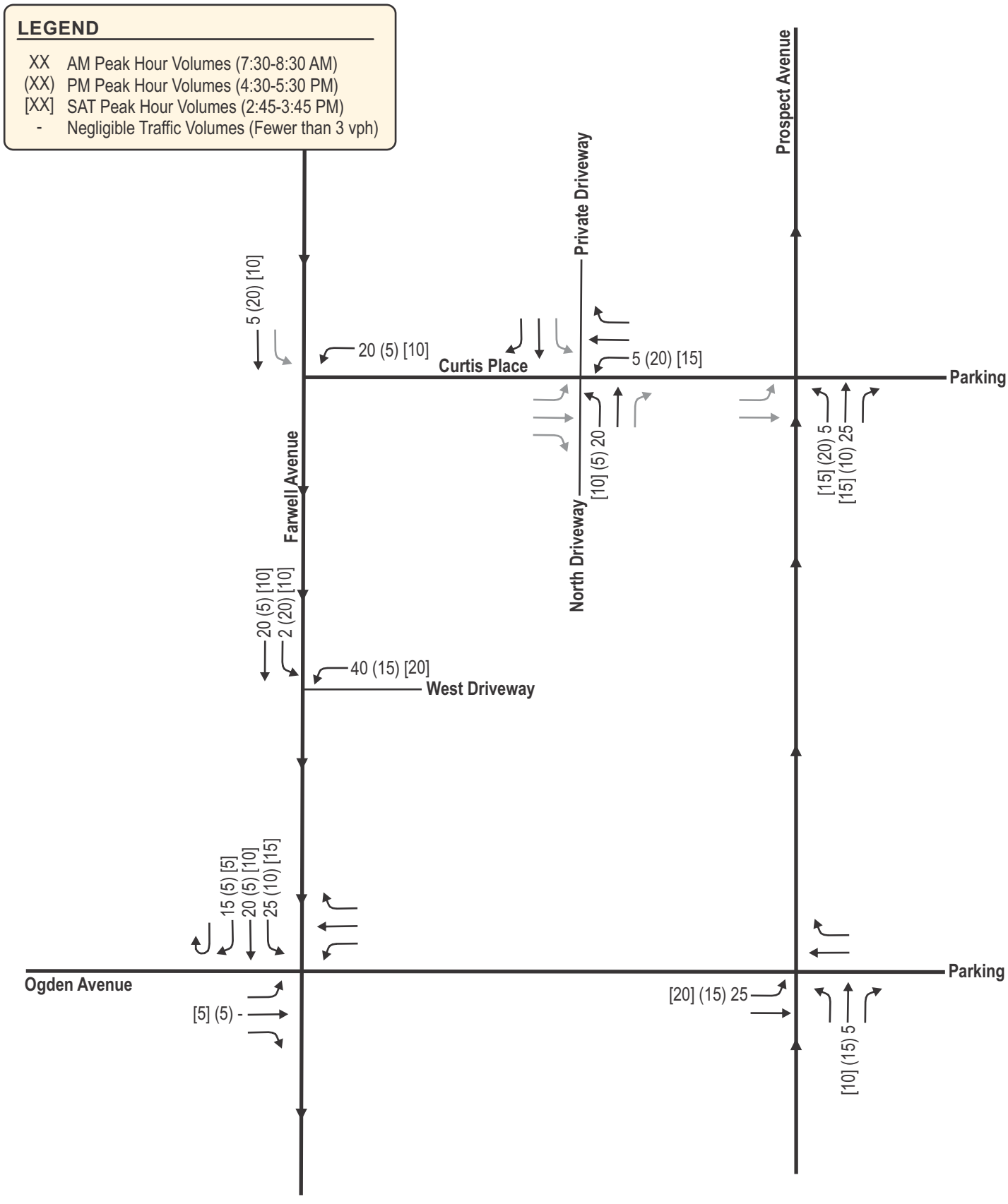


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 3-4A
ON-SITE NEW TRIPS
TWO-WAY OPERATION

MILWAUKEE, WISCONSIN



TRAFFIC ANALYSIS & DESIGN, INC.

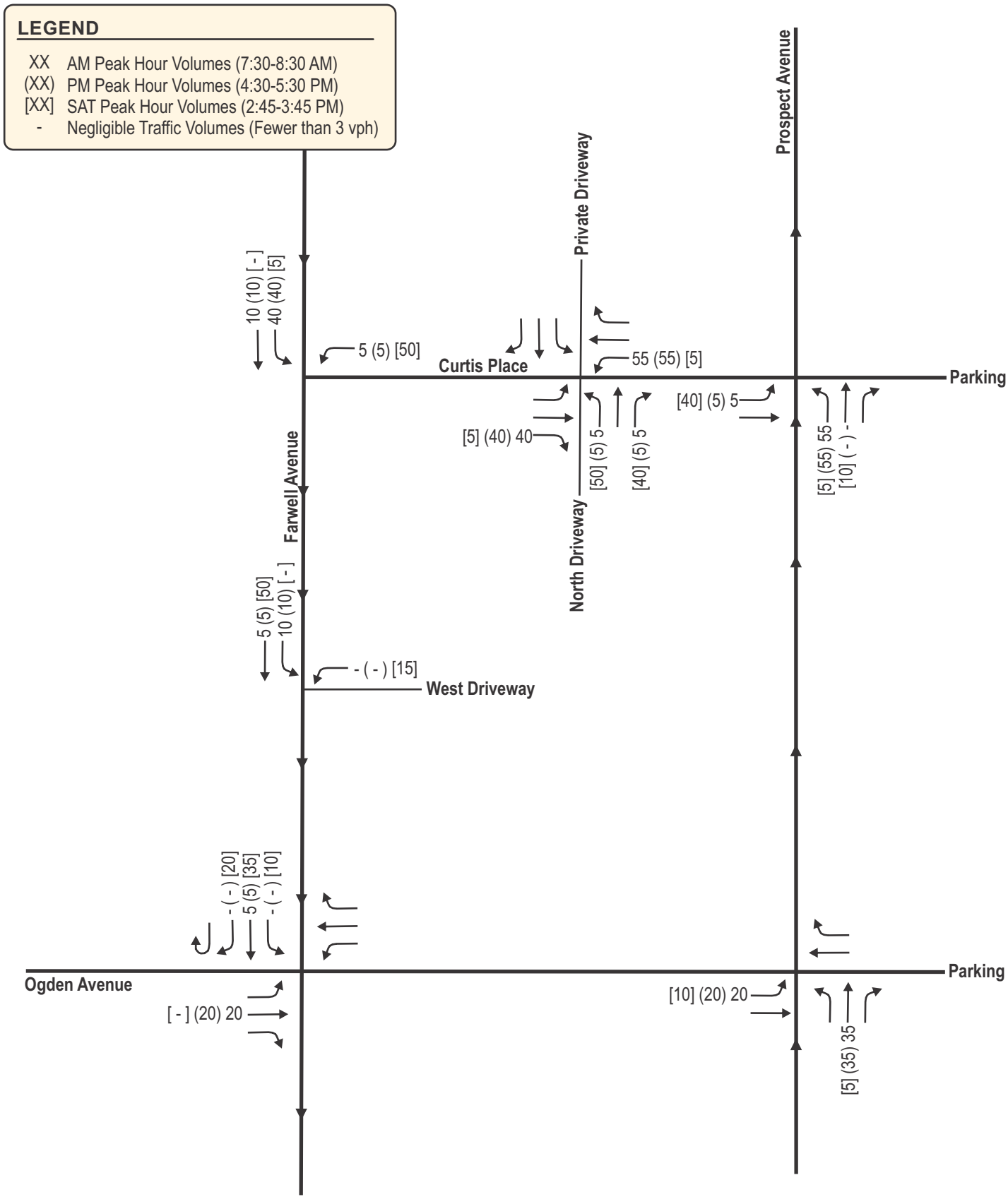
3022 ~ 02-21-23

N

NOT TO SCALE

EXHIBIT 3-4B
ON-SITE NEW TRIPS
ONE-WAY WESTBOUND OPERATION

MILWAUKEE, WISCONSIN

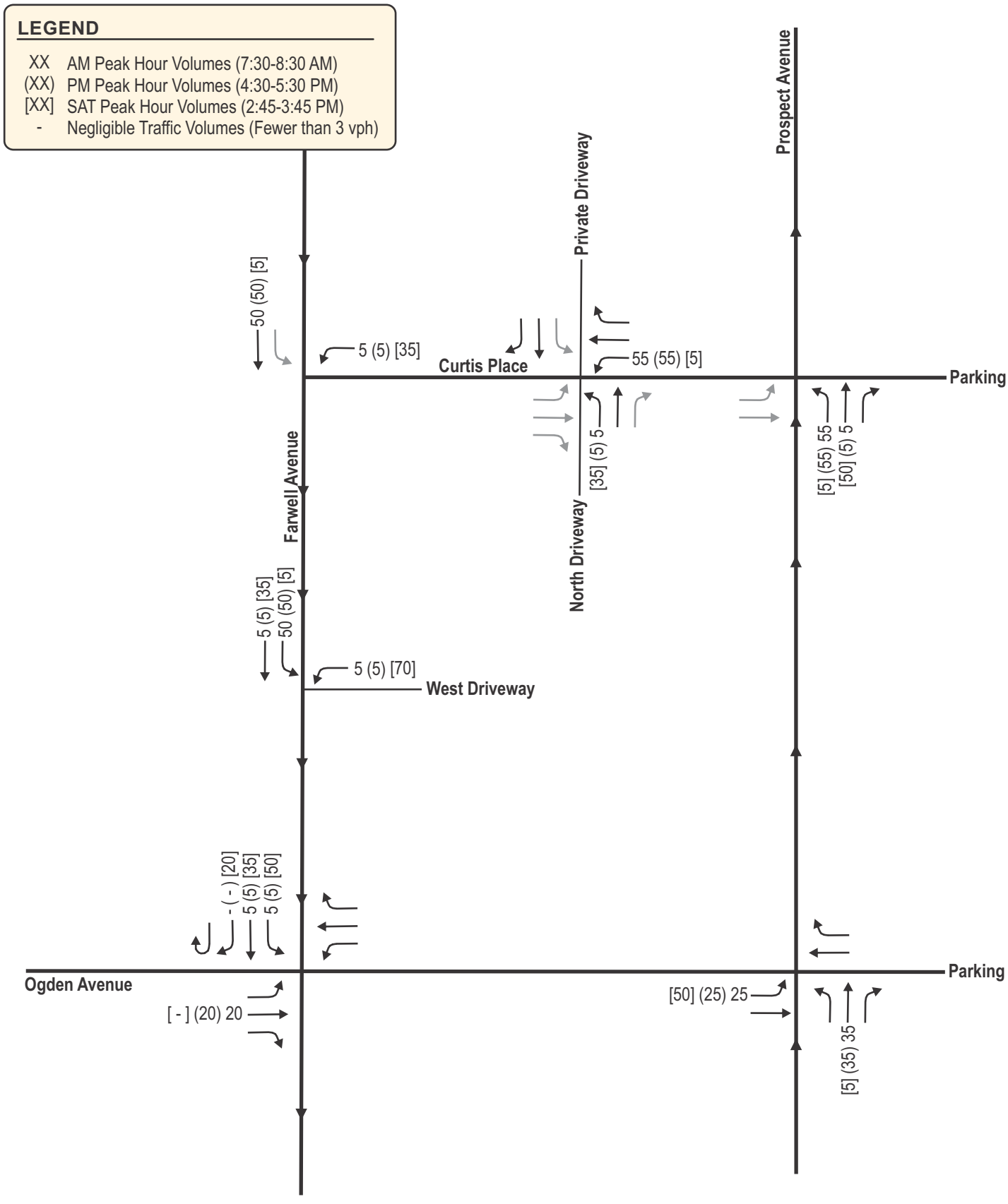


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 3-5A
OFF-SITE NEW TRIPS
TWO-WAY OPERATION

MILWAUKEE, WISCONSIN

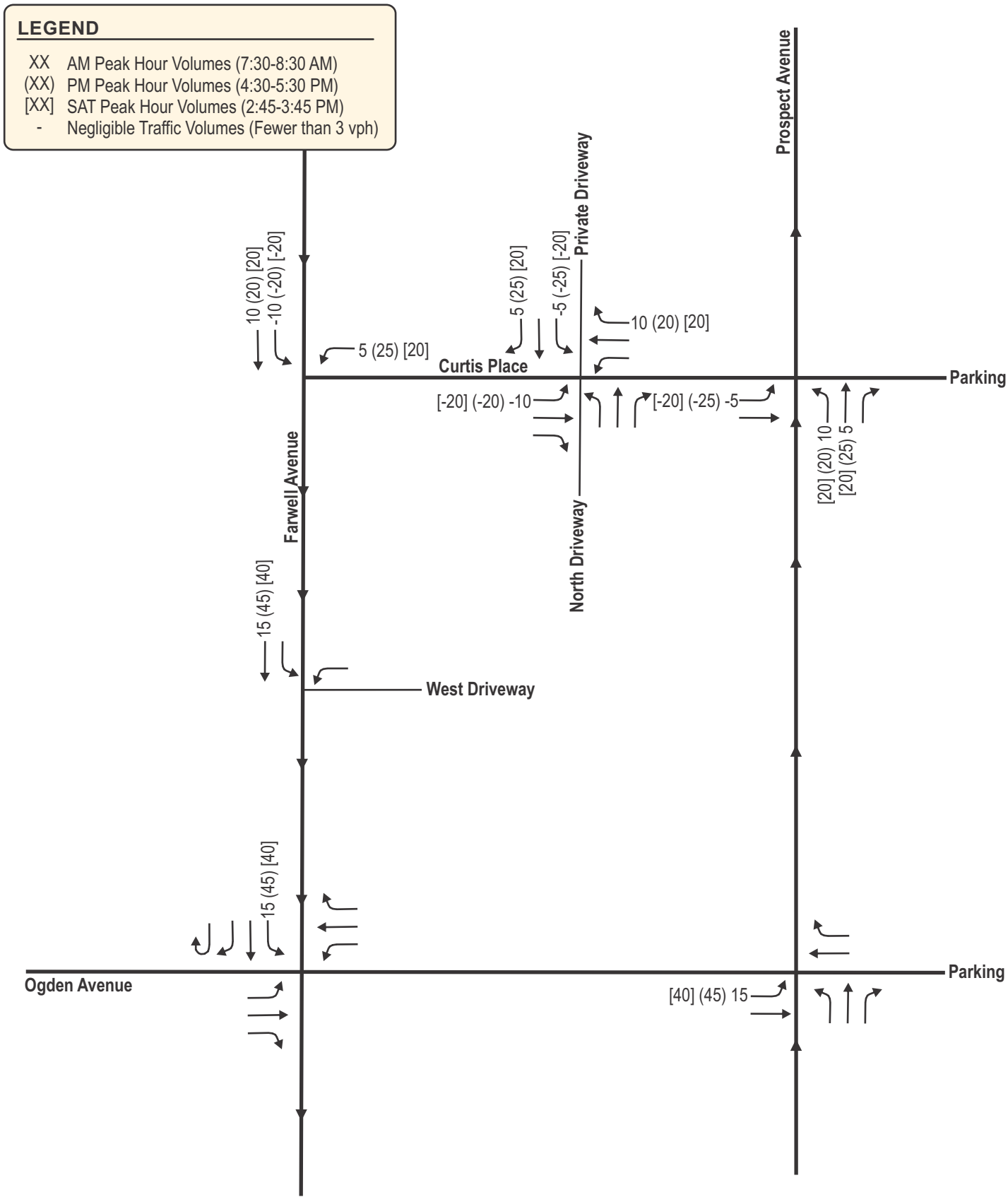


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 3-5B
OFF-SITE NEW TRIPS
ONE-WAY WESTBOUND OPERATION

MILWAUKEE, WISCONSIN

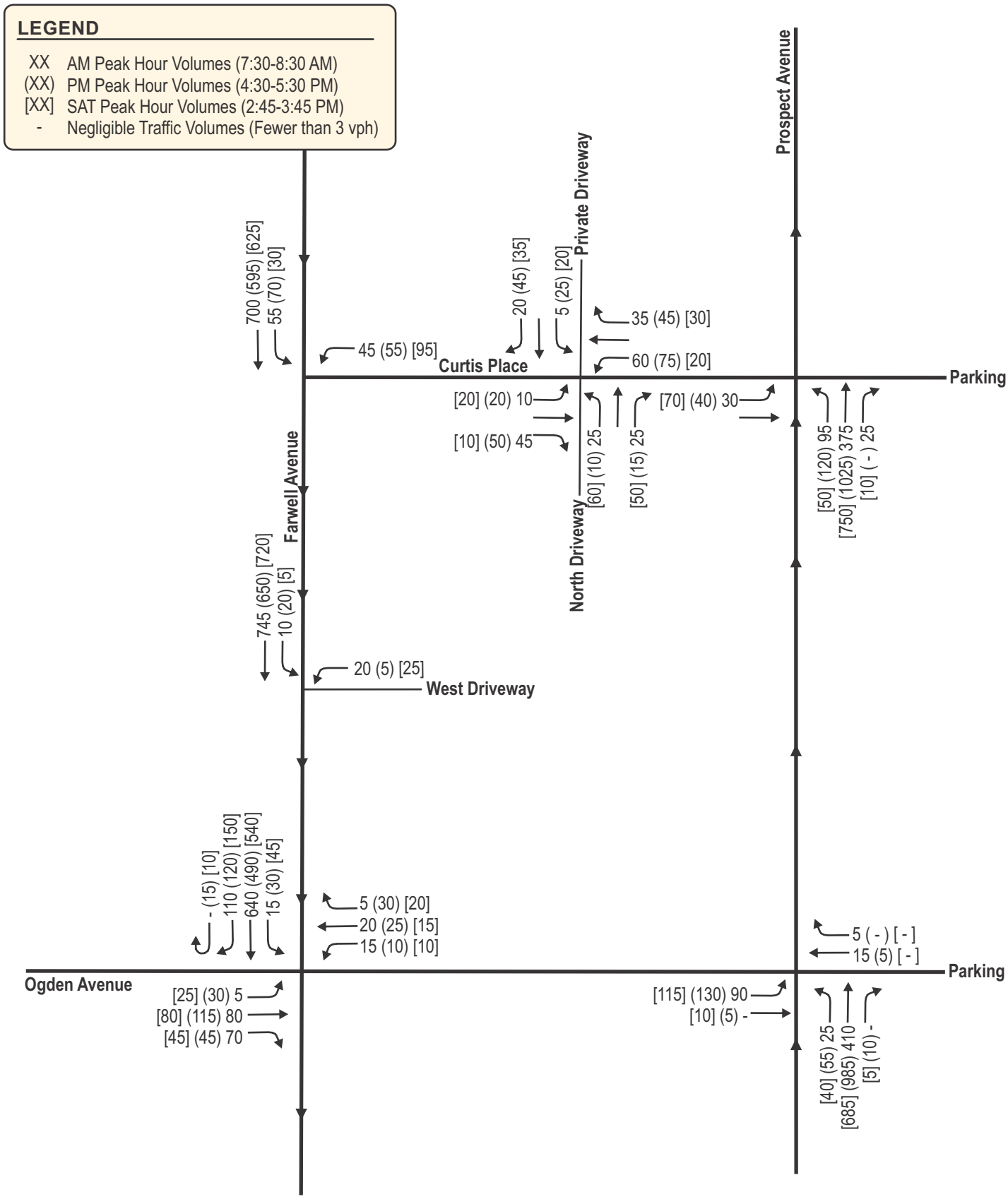


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 3-6
REDISTRIBUTED TRIPS
ONE-WAY WESTBOUND OPERATION

MILWAUKEE, WISCONSIN



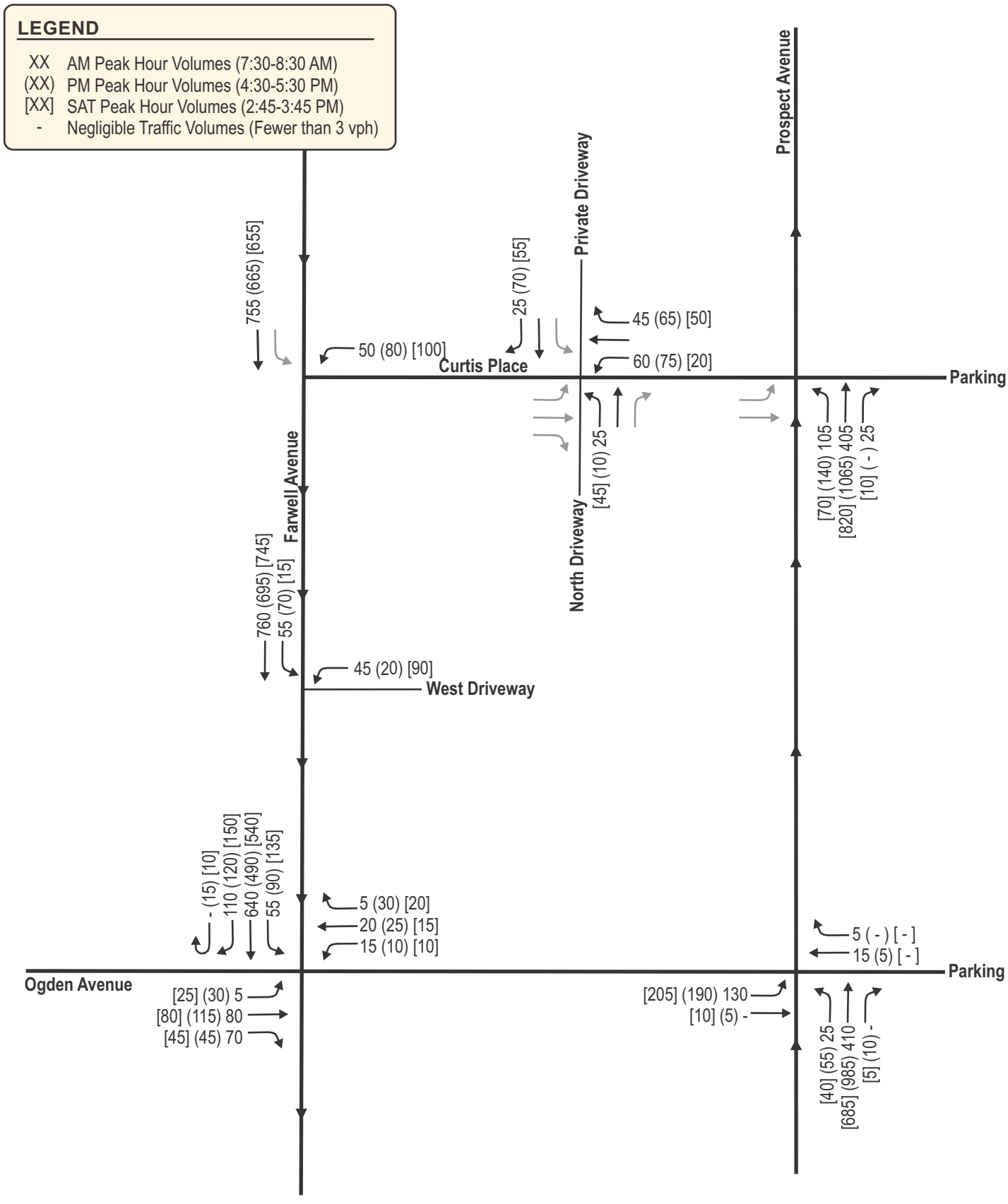
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N

NOT TO SCALE

EXHIBIT 3-7A
FULL BUILD TRAFFIC VOLUMES
TWO-WAY OPERATION

MILWAUKEE, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

N
NOT TO SCALE

EXHIBIT 3-7B
FULL BUILD TRAFFIC VOLUMES
ONE-WAY WESTBOUND OPERATION

MILWAUKEE, WISCONSIN

CHAPTER IV – CAPACITY ANALYSIS

PART A – LEVEL OF SERVICE DEFINITIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM), *6th Edition*. Intersection operation is defined by "level of service." Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F'. For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

PART B – EXISTING CONDITIONS

B1. Existing Peak Hour Traffic Operations

The existing traffic volumes were evaluated at the study area intersections using the existing geometrics and traffic control. The existing traffic LOS and queues are shown on Exhibit 4-1. As shown, all turning movements at the study intersections are currently operating acceptably at LOS D or better during the peak hours. The existing traffic analysis worksheets from Synchro are located in Appendix D.

PART C – BUILD TRAFFIC ANALYSIS

C1. Build (Two-way Operation) Peak Hour Traffic Operations – No Modifications

The Build (two-way operation) traffic volumes were evaluated at the study intersections using the same geometrics and traffic control as evaluated for the existing traffic volumes. The Build (two-way operation) traffic LOS and queues are shown on Exhibit 4-2. As shown, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or

better during the peak hours. The Build (two-way operation) traffic analysis worksheets from Synchro are located in Appendix E.

C2. Build (One-way Westbound Operation) Peak Hour Traffic Operations – No Modifications

The Build (one-way westbound operation) traffic volumes were evaluated at the study intersections using the same geometrics and traffic control as evaluated for the existing traffic volumes except under one-way westbound operation. The Build (one-way westbound operation) traffic LOS and queues are shown on Exhibit 4-3. As shown, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or better during the peak hours except the eastbound movements at the North Prospect Avenue intersection with East Ogden Avenue which are expected to operate at LOS E/F during the typical weekday evening and Saturday afternoon peak hours. The Build (one-way westbound operation) traffic analysis worksheets from Synchro are located in Appendix F.

C3. Build (Two-way Operation) Peak Hour Traffic Operations – With Modifications

No geometric or traffic control modifications are recommended to accommodate the Build (two-way operation) traffic volumes as summarized in *Chapter V – Recommendations and Conclusion*.

With the parking modifications recommended and with two new driveways as shown on the proposed site plan, all movements are expected to continue to operate acceptably at LOS D or better during the peak hours under the Build (two-way operation) traffic volume scenario.

C4. Build (One-way Westbound Operation) Peak Hour Traffic Operations – With Modifications

Modifications are recommended to accommodate the Build (one-way westbound operation) traffic volumes as summarized in *Chapter V – Recommendations and Conclusion*. The Build (one-way westbound operation) traffic with modifications LOS and queues are shown on Exhibit 4-4.

As shown, with the signal timing modifications recommended and with two new driveways as shown on the proposed site plan, all movements are expected to improve to operate acceptably at LOS D or better during the peak hours under the Build (one-way westbound operation) traffic volume scenario. The Build (one-way westbound operation) traffic with modifications analysis worksheets from Synchro are located in Appendix G.

PART D – WARRANT ANALYSIS

Traffic signal control was investigated at the North Farwell Avenue intersection with East Place under both of the Build traffic condition scenarios. Based on the analysis, which is included in Appendix H, traffic signals are not expected to be warranted at the intersection under any of the access scenarios.

Exhibit 4-1
Year 2023 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: North Farwell Avenue & East Curtis Place *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			*1*	*2*	-	
	AM	LOS	-			B	-		-			A	*	-	A
		Delay	-			12	-		-			7	*	-	1
		Queue	-			25'	-		-			25'	*	-	
	PM	LOS	-			B	-		-			A	*	-	A
		Delay	-			11	-		-			7	*	-	1
		Queue	-			25'	-		-			25'	*	-	
	SAT	LOS	-			B	-		-			A	*	-	A
		Delay	-			12	-		-			7	*	-	1
		Queue	-			25'	-		-			25'	*	-	
Node 200: North Prospect Avenue & East Curtis Place *Traffic Signal Control*		*Lanes->*	*1*	-		-	*1*		*2*	*1*		-			
	AM	LOS	C	-		-	C		A	A		-			A
		Delay	31	-		-	31		1	1		-			1
		Queue	25'	-		-	25'		35'	25'		-			
	PM	LOS	C	-		-	C		A	A		-			A
		Delay	32	-		-	31		1	1		-			2
		Queue	40'	-		-	25'		95'	25'		-			
	SAT	LOS	C	-		-	C		A	A		-			A
		Delay	32	-		-	31		1	1		-			2
		Queue	30'	-		-	25'		65'	25'		-			
Node 300: North Farwell Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*	*1*		*1*			-			*1*	*2*	*1*	
	AM	LOS	D	D		D			-			A	A	A	A
		Delay	36	36		35			-			3	4	4	9
		Queue	75'	55'		55'			-			25'	75'	25'	
	PM	LOS	D	D		D			-			A	A	A	B
		Delay	38	35		36			-			3	4	4	13
		Queue	115'	35'		60'			-			25'	75'	30'	
	SAT	LOS	D	D		D			-			A	A	A	B
		Delay	37	35		36			-			3	4	4	11
		Queue	105'	40'		45'			-			25'	70'	30'	
Node 400: North Prospect Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*	-		-	*1*		*2*	*1*		-			
	AM	LOS	D	-		-	D		A	A		-			B
		Delay	41	-		-	35		9	7		-			14
		Queue	85'	-		-	35'		80'	25'		-			
	PM	LOS	D	-		-	C		B	A		-			B
		Delay	45	-		-	34		12	7		-			15
		Queue	125'	-		-	25'		225'	25'		-			
	SAT	LOS	D	-		-	C		A	A		-			B
		Delay	44	-		-	34		9	7		-			14
		Queue	115'	-		-	25'		140'	25'		-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 4-2
Year 2023 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control - Two-Way Operation on Curtis Place

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: North Farwell Avenue & East Curtis Place *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			*1*	2	-	
	AM	LOS	-			B	-		-			A	*	-	A
		Delay	-			13	-		-			7	*	-	2
		Queue	-			25'	-		-			25'	*	-	
	PM	LOS	-			B	-		-			A	*	-	A
		Delay	-			13	-		-			7	*	-	2
		Queue	-			25'	-		-			25'	*	-	
	SAT	LOS	-			B	-		-			A	*	-	A
		Delay	-			13	-		-			7	*	-	2
		Queue	-			25'	-		-			25'	*	-	
Node 200: North Prospect Avenue & East Curtis Place *Traffic Signal Control*		*Lanes->*	*1*		-	-	*1*		*2*		*1*		-		
	AM	LOS	C		-	-	C		A		A		-		A
		Delay	32		-	-	31		1		1		-		2
		Queue	45'		-	-	25'		45'		25'		-		
	PM	LOS	C		-	-	C		A		A		-		A
		Delay	33		-	-	31		1		2		-		3
		Queue	55'		-	-	25'		100'		25'		-		
	SAT	LOS	C		-	-	C		A		A		-		A
		Delay	34		-	-	31		1		1		-		4
		Queue	80'		-	-	25'		70'		25'		-		
Node 300: North Farwell Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*		*1*	*1*			-			*1*	2	*1*	
	AM	LOS	D		D	D			-			A	A	A	B
		Delay	36		36	35			-			3	4	4	10
		Queue	90'		55'	55'			-			25'	85'	25'	
	PM	LOS	D		D	D			-			A	A	A	B
		Delay	39		35	36			-			3	4	4	14
		Queue	135'		35'	50'			-			25'	80'	30'	
	SAT	LOS	D		D	D			-			A	A	A	B
		Delay	37		35	36			-			3	4	4	11
		Queue	110'		40'	45'			-			25'	80'	35'	
Node 400: North Prospect Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*		-	-	*1*		*2*		*1*		-		
	AM	LOS	D		-	-	D		A		A		-		B
		Delay	44		-	-	35		9		7		-		15
		Queue	110'		-	-	35'		85'		25'		-		
	PM	LOS	D		-	-	C		B		A		-		B
		Delay	50		-	-	34		12		7		-		16
		Queue	145'		-	-	25'		240'		25'		-		
	SAT	LOS	D		-	-	C		A		A		-		B
		Delay	47		-	-	34		10		7		-		15
		Queue	130'		-	-	25'		140'		25'		-		
Node 500: North Farwell Avenue & West Driveway *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			*2*		-	
	AM	LOS	-			B	-		-			A		-	A
		Delay	-			12	-		-			7		-	1
		Queue	-			25'	-		-			25'		-	
	PM	LOS	-			B	-		-			A		-	A
		Delay	-			11	-		-			7		-	1
		Queue	-			25'	-		-			25'		-	
	SAT	LOS	-			B	-		-			A		-	A
		Delay	-			11	-		-			7		-	1
		Queue	-			25'	-		-			25'		-	
Node 600: East Curtis Place & North Driveway *One-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	A			A			A			A			A
		Delay	7			7			9			9			7
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			A			A			A
		Delay	7			7			9			9			6
		Queue	25'			25'			25'			25'			
	SAT	LOS	A			A			A			A			A
		Delay	7			7			9			9			7
		Queue	25'			25'			25'			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 4-3
Year 2023 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control - One-Way Westbound Operation on Curtis Place

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: North Farwell Avenue & East Curtis Place *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			-	*2*	-	
	AM	LOS	-			B	-		-			-	*	-	A
		Delay	-			12	-		-			-	*	-	1
		Queue	-			25'	-		-			-	*	-	
	PM	LOS	-			B	-		-			-	*	-	A
		Delay	-			11	-		-			-	*	-	1
		Queue	-			25'	-		-			-	*	-	
	SAT	LOS	-			B	-		-			-	*	-	A
		Delay	-			12	-		-			-	*	-	2
		Queue	-			25'	-		-			-	*	-	
Node 200: North Prospect Avenue & East Curtis Place *Traffic Signal Control*		*Lanes->*	-			-	*1*		*2*		*1*	-			
	AM	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		1		1	-			1
		Queue	-			-	25'		40'		25'	-			
	PM	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		2		2	-			2
		Queue	-			-	25'		105'		25'	-			
	SAT	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		1		1	-			1
		Queue	-			-	25'		75'		25'	-			
Node 300: North Farwell Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*	*1*		*1*			-			*1*	*2*	*1*	
	AM	LOS	D	D		D			-			A	A	A	B
		Delay	36	36		35			-			3	4	4	10
		Queue	90'	55'		55'			-			25'	85'	25'	
	PM	LOS	D	D		D			-			A	A	A	B
		Delay	39	35		36			-			3	4	4	13
		Queue	135'	35'		50'			-			35'	80'	30'	
	SAT	LOS	D	D		D			-			A	A	A	B
		Delay	37	35		36			-			4	4	4	10
		Queue	110'	40'		45'			-			50'	80'	35'	
Node 400: North Prospect Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*	-		-	*1*		*2*		*1*	-			
	AM	LOS	D	-		-	D		A		A	-			B
		Delay	51	-		-	35		9		7	-			19
		Queue	140'	-		-	35'		85'		25'	-			
	PM	LOS	E	-		-	C		B		A	-			C
		Delay	76	-		-	34		12		7	-			22
		Queue	190'	-		-	25'		240'		25'	-			
	SAT	LOS	F	-		-	C		A		A	-			C
		Delay	90	-		-	34		10		7	-			28
		Queue	190'	-		-	25'		140'		25'	-			
Node 500: North Farwell Avenue & West Driveway *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			*2*	-		
	AM	LOS	-			B	-		-			A	-		A
		Delay	-			14	-		-			7	-		1
		Queue	-			25'	-		-			25'	-		
	PM	LOS	-			B	-		-			A	-		A
		Delay	-			13	-		-			7	-		1
		Queue	-			25'	-		-			25'	-		
	SAT	LOS	-			B	-		-			A	-		A
		Delay	-			13	-		-			7	-		2
		Queue	-			25'	-		-			25'	-		
Node 600: East Curtis Place & North Driveway *One-Way Stop Control*		*Lanes->*	-			*1*			*1*			*1*			
	AM	LOS	-			A			B			A			A
		Delay	-			7			10			9			6
		Queue	-			25'			25'			25'			
	PM	LOS	-			A			B			A			A
		Delay	-			7			11			9			6
		Queue	-			25'			25'			25'			
	SAT	LOS	-			A			A			A			A
		Delay	-			7			9			9			6
		Queue	-			25'			25'			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

EXHIBIT 4-3
YEAR 2023 FULL BUILD TRAFFIC OPERATIONS
ONE-WAY WESTBOUND OPERATION ON CURTIS PLACE
NO MODIFICATIONS
MILWAUKEE, WISCONSIN

Exhibit 4-4
Year 2023 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control - One-Way Westbound Operation on Curtis Place

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: North Farwell Avenue & East Curtis Place *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			-	*2*	-	
	AM	LOS	-			B	-		-			-	*	-	A
		Delay	-			12	-		-			-	*	-	1
		Queue	-			25'	-		-			-	*	-	
	PM	LOS	-			B	-		-			-	*	-	A
		Delay	-			11	-		-			-	*	-	1
		Queue	-			25'	-		-			-	*	-	
	SAT	LOS	-			B	-		-			-	*	-	A
		Delay	-			12	-		-			-	*	-	2
		Queue	-			25'	-		-			-	*	-	
Node 200: North Prospect Avenue & East Curtis Place *Traffic Signal Control*		*Lanes->*	-			-	*1*		*2*		*1*	-			
	AM	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		1		1	-			1
		Queue	-			-	25'		40'		25'	-			
	PM	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		2		2	-			2
		Queue	-			-	25'		105'		25'	-			
	SAT	LOS	-			-	C		A		A	-			A
		Delay	-			-	31		1		1	-			1
		Queue	-			-	25'		75'		25'	-			
Node 300: North Farwell Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*		*1*	*1*			-			*1*	*2*	*1*	
	AM	LOS	D		D	D			-			A	A	A	B
		Delay	36		36	35			-			4	4	4	10
		Queue	90'		55'	55'			-			25'	85'	25'	
	PM	LOS	D		D	D			-			A	A	A	B
		Delay	39		35	36			-			4	4	4	13
		Queue	135'		35'	35'			-			35'	80'	30'	
	SAT	LOS	D		D	D			-			A	A	A	B
		Delay	37		35	36			-			4	4	4	10
		Queue	110'		40'	55'			-			50'	80'	35'	
Node 400: North Prospect Avenue & East Ogden Avenue *Traffic Signal Control*		*Lanes->*	*1*		-	-	*1*		*2*		*1*	-			
	AM	LOS	D		-	-	D		B		A	-			B
		Delay	42		-	-	35		10		8	-			18
		Queue	135'		-	-	35'		95'		25'	-			
	PM	LOS	D		-	-	C		B		A	-			C
		Delay	50		-	-	31		17		9	-			22
		Queue	180'		-	-	25'		290'		25'	-			
	SAT	LOS	D		-	-	C		A		A	-			C
		Delay	54		-	-	31		14		9	-			23
		Queue	180'		-	-	25'		170'		25'	-			
Node 500: North Farwell Avenue & West Driveway *One-Way Stop Control*		*Lanes->*	-			*1*	-		-			*2*		-	
	AM	LOS	-			B	-		-			A		-	A
		Delay	-			14	-		-			7		-	1
		Queue	-			25'	-		-			25'		-	
	PM	LOS	-			B	-		-			A		-	A
		Delay	-			13	-		-			7		-	1
		Queue	-			25'	-		-			25'		-	
	SAT	LOS	-			B	-		-			A		-	A
		Delay	-			13	-		-			7		-	2
		Queue	-			25'	-		-			25'		-	
Node 600: East Curtis Place & North Driveway *One-Way Stop Control*		*Lanes->*	-			*1*			*1*			*1*			
	AM	LOS	-			A			B			A			A
		Delay	-			7			10			9			6
		Queue	-			25'			25'			25'			
	PM	LOS	-			A			B			A			A
		Delay	-			7			11			9			6
		Queue	-			25'			25'			25'			
	SAT	LOS	-			A			A			A			A
		Delay	-			7			9			9			6
		Queue	-			25'			25'			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

TRAFFIC ANALYSIS & DESIGN, INC.
3022 ~ 02-21-23

EXHIBIT 4-4
YEAR 2023 FULL BUILD TRAFFIC OPERATIONS
ONE-WAY WESTBOUND OPERATION ON CURTIS PLACE
WITH MODIFICATIONS
MILWAUKEE, WISCONSIN

CHAPTER V – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th edition* (HCM) using Synchro 11 modeling software. For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. *Note that improvements discussed below are recommended for consideration and are not legally binding. All agencies reserve the right to determine alternative solutions.*

The following modifications are recommended to accommodate traffic based on the assumptions outlined in the TIA. Recommendations are also shown on Exhibit 1-1.

General

- Restrict parking along the entirety of East Curtis Place to allow for unimpeded two-way operation along the street.

North Farwell Avenue at Proposed West Driveway

- Provide a single entrance lane and a single exit lane on the east approach of the intersection.
- Provide stop sign control for exiting vehicles.

East Curtis Place at Proposed North Driveway

- Provide a single entrance lane and a single exit lane on the south approach of the intersection.
- Provide stop sign control for exiting vehicles.

To provide the most efficient operation for all drivers (current and future), the recommendation is to operate East Curtis Place under its current two-way operation; however, since there will be more vehicles using the roadway during the peak hours and during an event at the Renaissance Place banquet facility, removal of parking along the north side of East Curtis Place between North Farwell Avenue and North Prospect Place is recommended. The existing cross section along East Curtis Place includes 26 feet of pavement (face-of-curb to face-of-curb). Currently parking, which uses about 8 feet of the 26 feet, is allowed along the north side of the street, leaving about 18 feet of pavement remaining. The current width works because the existing volumes along the roadway are relatively low and the number of turning movements in/out of private driveways along the roadway are minimal. With close to an equal number of vehicles expected to enter and exit the site from the east and west along East Curtis Place and in order to allow for safe unimpeded operation along this section of roadway between North Farwell Avenue and North Prospect Avenue, removing the parking along the street is recommended. Without the removal of parking, east west movements would be expected to traverse the roadway via substandard 9-foot lanes. A 10-foot width is the recommended minimum width for driving lanes, with 11- or 12-foot the preferred safest width.

However, if removal of parking isn't palatable for the City, East Curtis Place could be converted to one-way westbound traffic with no changes to the on-street parking currently allowed on the north side of the street. Under this operation it should be noted that vehicles *to/from the north* that currently access East Curtis Place would be required to divert their route to access/leave East Curtis Place utilizing North Farwell Avenue, East Ogden Avenue and North Prospect Avenue to divert "around the block" to enter or leave East Curtis Place to/from the north. With this

diverted traffic, this would add more traffic on East Ogden Avenue to the south, which already operates with the downtown connector within its right-of-way. If this alternate scenario is preferred, the following modifications are recommended:

General (Alternate Scenario)

- Provide signage along North Farwell Avenue, East Ogden Avenue and North Prospect Avenue to restrict operations on East Curtis Place to one-way westbound operation.

North Farwell Avenue at East Ogden Avenue

- Adjust traffic signal timings to allow for acceptable operation on all approaches.

North Farwell Avenue at Proposed West Driveway

- Provide a single entrance lane and a single exit lane on the east approach of the intersection.
- Provide stop sign control for exiting vehicles.

East Curtis Place at Proposed North Driveway

- Provide a single entrance lane and a single exit lane on the south approach of the intersection.
- Provide stop sign control for exiting vehicles.

PART B – CONCLUSION

All movements at the study area intersections are expected to operate safely and efficiently with the assumptions outlined in this TIA and with the identified recommended modifications.

Appendix

Trip Generation Comparison Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Multifamily Housing (High-Rise) (Close to Rail Transit/Dense Urban)	222	310 Units	660 (2.14)	10 (11%)	60 (89%)	70 (0.22)	40 (69%)	20 (31%)	60 (0.19)	25 (43%)	30 (57%)	55 (0.17)
Multifamily Housing (High-Rise) (Not Close to Rail Transit/Dense Urban)	222	310 Units	590 (1.89)	20 (25%)	55 (75%)	75 (0.24)	45 (73%)	15 (27%)	60 (0.20)	15 (43%)	15 (57%)	30 (0.09)
Multifamily Housing (High-Rise) (Close to Rail Transit/Gen Urban/Suburban)	222	310 Units	1,230 (3.96)	15 (22%)	55 (78%)	70 (0.23)	50 (62%)	30 (38%)	80 (0.26)	60 (49%)	65 (51%)	125 (0.40)

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Existing Traffic Signal Timings

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Farwell Avenue**
Minor St: **Curtis Place**
Intersection of: ***Farwell Avenue & Curtis Place***

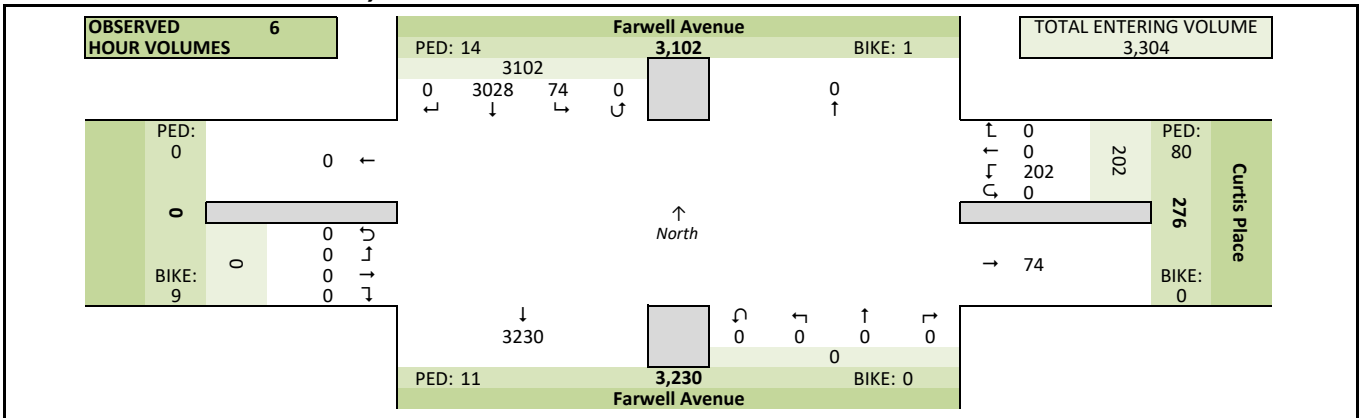
Site Information

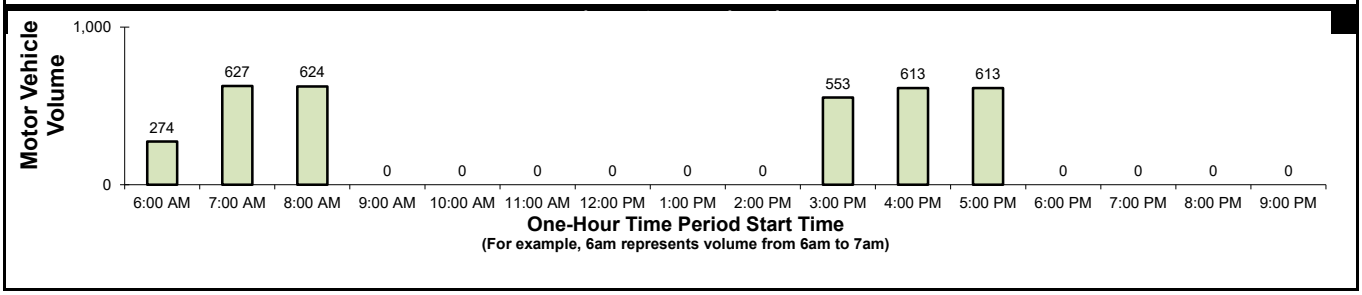
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Farwell Avenue		
East Leg	Curtis Place		
South Leg	Farwell Avenue		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

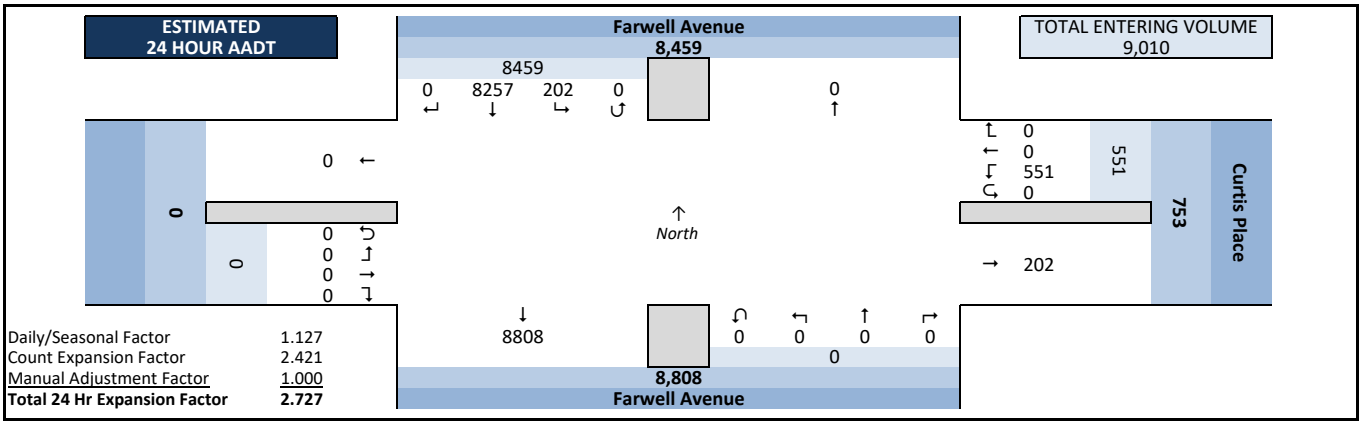
Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Monday, February 6, 2023			Weather	
AM Peak Period	Tuesday, February 7, 2023			Clear & Dry	
Midday Peak Period	Tuesday, February 7, 2023			Clear & Dry	
PM Peak Period	Monday, February 6, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.127	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Lori Atwell				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Lori Atwell				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

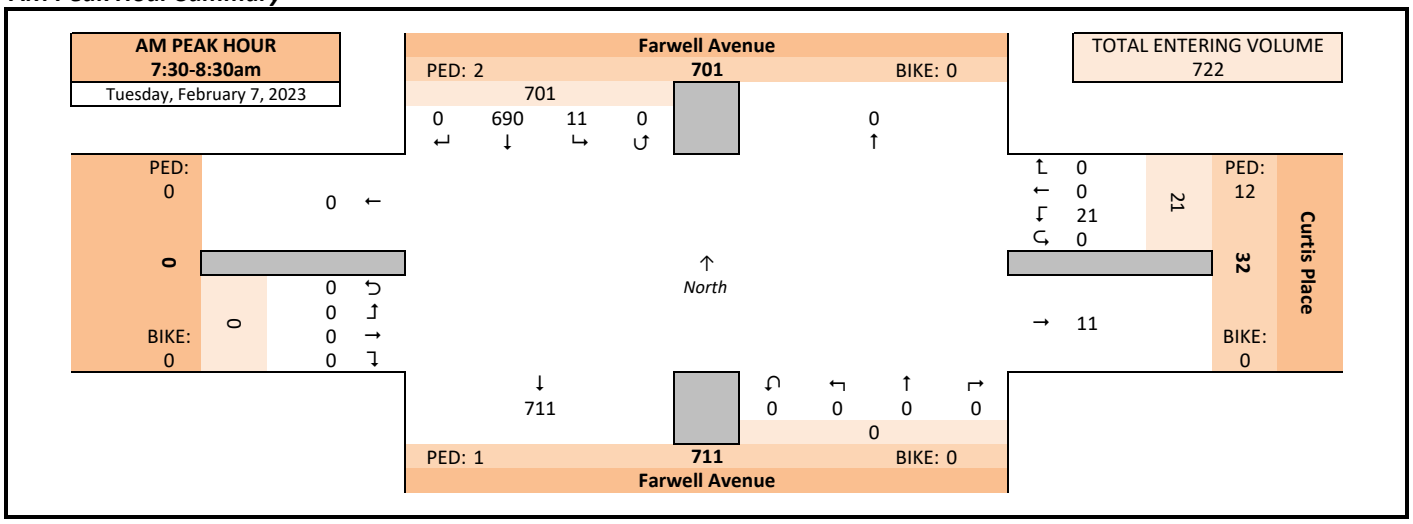
Count Basics			Page 2 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

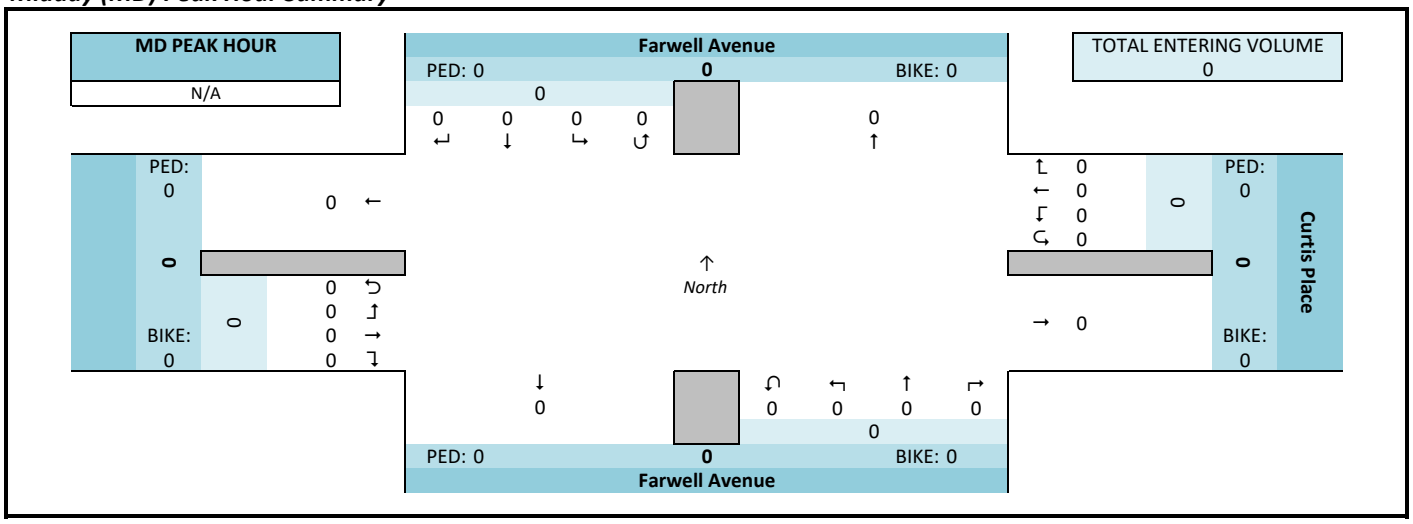
Farwell Avenue & Curtis Place

All Motor Vehicles

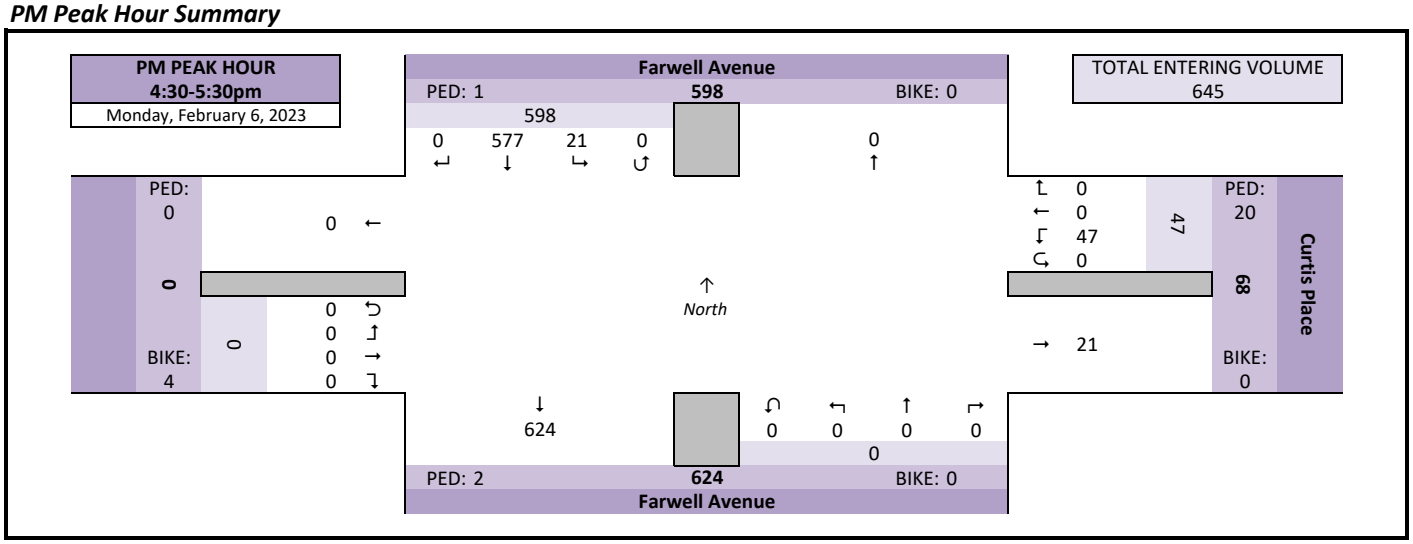
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Farwell Avenue & Curtis Place

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	189	2	0	191	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	196
	7:45 AM	0	184	4	0	188	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	195
	8:00 AM	0	156	0	0	156	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	159
	8:15 AM	0	161	5	0	166	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	172
	Peak Hour Volume	0	690	11	0	701	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	722
	Rounded Hourly Volume	0	690	10	0	700	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	720
	% Single Unit Trucks	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
	% Heavy Trucks	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
	Peak Hour Factor (PHF)	0.00	0.91	0.55	0.00	0.92	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.92

N/A		From North					From East					From South					From West					
	MD Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, February 6, 2023		From North					From East					From South					From West					
	PM Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	147	5	0	152	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	164
	4:45 PM	0	142	4	0	146	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	158
	5:00 PM	0	137	9	0	146	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	160
	5:15 PM	0	151	3	0	154	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	163
	Peak Hour Volume	0	577	21	0	598	0	0	47	0	47	0	0	0	0	0	0	0	0	0	0	645
	Rounded Hourly Volume	0	575	20	0	595	0	0	45	0	45	0	0	0	0	0	0	0	0	0	0	640
	% Single Unit Trucks	0.0	2.6	9.5	0.0	2.8	0.0	0.0	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.6	9.5	0.0	2.8	0.0	0.0	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
	Peak Hour Factor (PHF)	0.00	0.96	0.58	0.00	0.97	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Farwell Avenue			Curtis Place			Farwell Avenue						
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	4
	7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
	8:00 AM	0	0	0	3	0	3	0	0	0	0	0	0	3
	8:15 AM	1	0	1	4	0	4	1	0	1	0	0	0	6
	Total	2	0	2	12	0	12	1	0	1	0	0	0	15
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	8	0	8	0	0	0	0	3	3	11
	4:45 PM	0	0	0	5	0	5	0	0	0	0	1	1	6
	5:00 PM	0	0	0	5	0	5	1	0	1	0	0	0	6
	5:15 PM	1	0	1	2	0	2	1	0	1	0	0	0	4
	Total	1	0	1	20	0	20	2	0	2	0	4	4	27

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

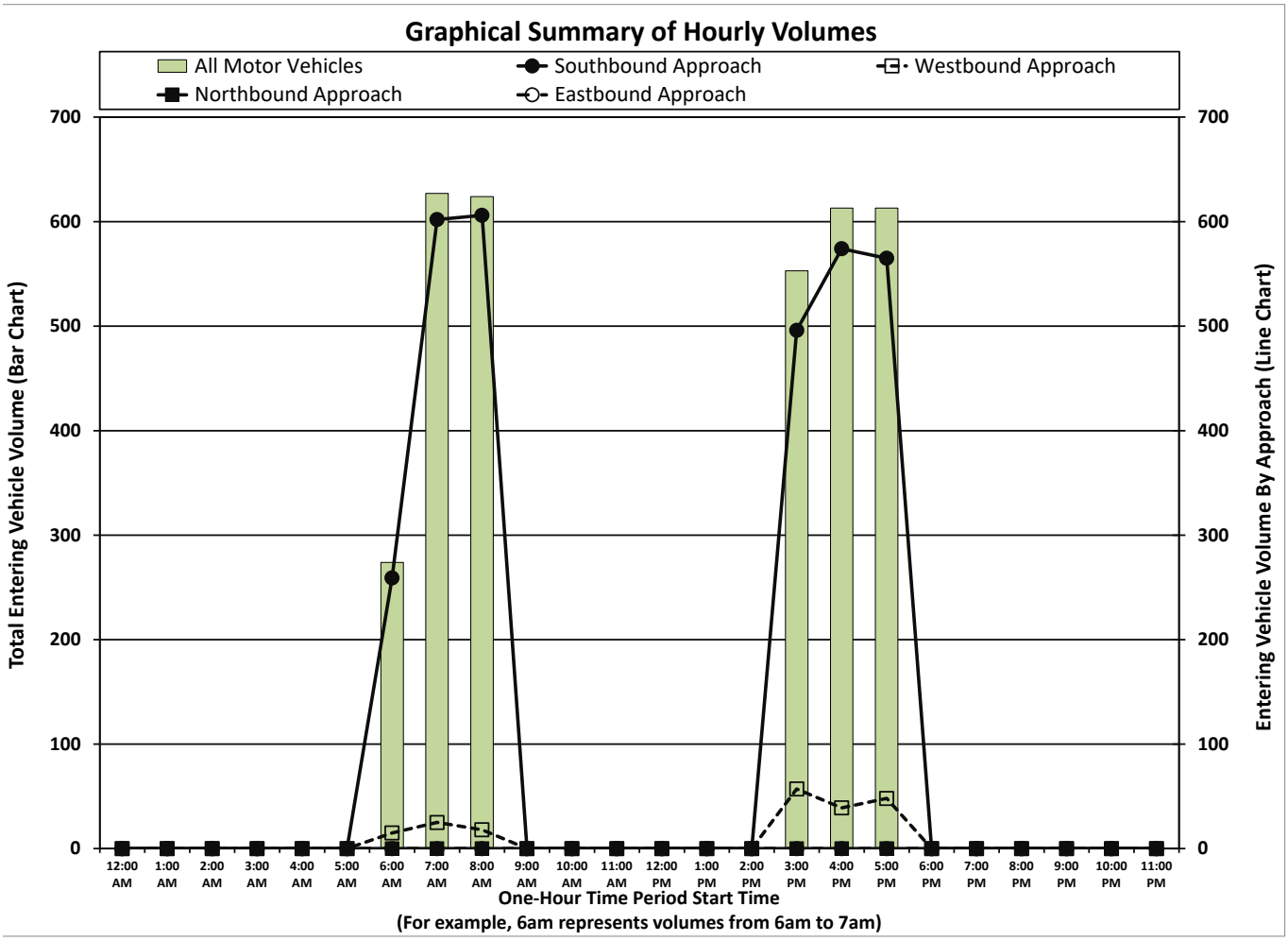
Hourly Volume Summary - Motor Vehicle Data

Farwell Avenue & Curtis Place

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	250	9	0	259	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	274	15	259
	7:00 AM	0	593	9	0	602	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	627	25	602
	8:00 AM	0	596	10	0	606	0	0	18	0	18	0	0	0	0	0	0	0	0	0	0	624	18	606
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	483	13	0	496	0	0	57	0	57	0	0	0	0	0	0	0	0	0	0	553	57	496
	4:00 PM	0	559	15	0	574	0	0	39	0	39	0	0	0	0	0	0	0	0	0	0	613	39	574
	5:00 PM	0	547	18	0	565	0	0	48	0	48	0	0	0	0	0	0	0	0	0	0	613	48	565
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	3028	74	0	3102	0	0	202	0	202	0	0	0	0	0	0	0	0	0	0	3304	202	3102



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Farwell Avenue & Curtis Place

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	41	2	0	43	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	44	274	0.69
	6:15 AM	0	48	2	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	330	0.83
	6:30 AM	0	73	1	0	74	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	80	416	0.76
	6:45 AM	0	88	4	0	92	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	100	532	0.68
	7:00 AM	0	93	0	0	93	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	100	627	0.80
	7:15 AM	0	127	3	0	130	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	136	686	0.88
	7:30 AM	0	189	2	0	191	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	196	722	0.92
	7:45 AM	0	184	4	0	188	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	195	676	0.87
	8:00 AM	0	156	0	0	156	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	159	624	0.91
	8:15 AM	0	161	5	0	166	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	172		
	8:30 AM	0	144	3	0	147	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	150		
	8:45 AM	0	135	2	0	137	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	143		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	98	1	0	99	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	113	553	0.91
	3:15 PM	0	134	3	0	137	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	152	574	0.94
	3:30 PM	0	134	2	0	136	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	151	579	0.92
	3:45 PM	0	117	7	0	124	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	137	592	0.90
	4:00 PM	0	126	4	0	130	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	134	613	0.93
	4:15 PM	0	144	2	0	146	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	157	639	0.97
	4:30 PM	0	147	5	0	152	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	164	645	0.98
	4:45 PM	0	142	4	0	146	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	158	631	0.97
	5:00 PM	0	137	9	0	146	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	160	613	0.94
	5:15 PM	0	151	3	0	154	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	163		
	5:30 PM	0	130	4	0	134	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	150		
	5:45 PM	0	129	2	0	131	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	140		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	3028	74	0	3102	0	0	202	0	202	0	0	0	0	0	0	0	0	0	0	3304		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	0	690	11	0	701	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	722	0.92
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	577	21	0	598	0	0	47	0	47	0	0	0	0	0	0	0	0	0	0	645	0.98

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Automobile Data

Farwell Avenue & Curtis Place

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	40	2	0	42	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	43	264
	6:15 AM	0	45	2	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	319
	6:30 AM	0	70	1	0	71	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	77	405
	6:45 AM	0	86	3	0	89	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	97	520
	7:00 AM	0	91	0	0	91	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	98	612
	7:15 AM	0	124	3	0	127	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	133	667
	7:30 AM	0	185	2	0	187	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	192	701
	7:45 AM	0	178	4	0	182	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	189	657
	8:00 AM	0	150	0	0	150	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	153	603
	8:15 AM	0	156	5	0	161	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	167	
	8:30 AM	0	142	3	0	145	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	148	
	8:45 AM	0	127	2	0	129	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	135	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	94	1	0	95	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	109	531
	3:15 PM	0	128	3	0	131	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	146	550
	3:30 PM	0	130	2	0	132	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	147	554
	3:45 PM	0	109	7	0	116	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	129	569
	4:00 PM	0	120	4	0	124	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	128	590
	4:15 PM	0	137	2	0	139	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	150	618
	4:30 PM	0	145	5	0	150	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	162	627
	4:45 PM	0	136	3	0	139	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	150	613
	5:00 PM	0	133	9	0	142	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	156	601
	5:15 PM	0	148	2	0	150	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	159	
	5:30 PM	0	128	4	0	132	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	148	
	5:45 PM	0	127	2	0	129	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	138	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2929	71	0	3000	0	0	201	0	201	0	0	0	0	0	0	0	0	0	0	3201	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	669	11	0	680	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	701
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	562	19	0	581	0	0	46	0	46	0	0	0	0	0	0	0	0	0	0	627

Intersection Traffic Volume Report

Count Basics		*Page 7 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Farwell Avenue & Curtis Place

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	6:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18
	7:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	19
	8:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21
	8:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22
	3:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23
	4:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23
	4:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
	4:45 PM	0	6	1	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8	18
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
	5:15 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	98	3	0	101	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	102	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	15	2	0	17	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Farwell Avenue & Curtis Place

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Farwell Avenue & Curtis Place

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	6:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
	7:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	19
	8:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21
	8:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22
	3:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23
	4:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23
	4:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
	4:45 PM	0	6	1	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8	18
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
	5:15 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	99	3	0	102	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	103	

Peak Hour Heavy Vehicle Volume Summary

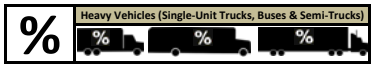
	Hourly Time Period / Start Time	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	15	2	0	17	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	18

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Farwell Avenue & Curtis Place



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	3.6
	6:15 AM	0.0	6.3	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.3
	6:30 AM	0.0	4.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.6
	6:45 AM	0.0	2.3	25.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.3
	7:00 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.4
	7:15 AM	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.8
	7:30 AM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.9
	7:45 AM	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	2.8
	8:00 AM	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	3.4
	8:15 AM	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
	8:30 AM	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	8:45 AM	0.0	5.9	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	4.0
	3:15 PM	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	4.2
	3:30 PM	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	4.3
	3:45 PM	0.0	6.8	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	3.9
	4:00 PM	0.0	4.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	3.8
	4:15 PM	0.0	4.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	3.3
	4:30 PM	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.8
	4:45 PM	0.0	4.2	25.0	0.0	4.8	0.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	2.9
	5:00 PM	0.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.0
	5:15 PM	0.0	2.0	33.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	
	5:30 PM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	5:45 PM	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	3.3	4.1	0.0	3.3	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:30 AM	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	2.6	9.5	0.0	2.8	0.0	0.0	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Farwell Avenue & Curtis Place

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach Farwell Avenue			Crossing East Approach Curtis Place			Crossing South Approach Farwell Avenue			Crossing West Approach			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	14
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	6:30 AM	3	0	3	5	0	5	2	0	2	0	1	1	11	20
	6:45 AM	0	0	0	1	0	1	0	0	0	0	1	1	2	13
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	13
	7:15 AM	1	0	1	3	0	3	1	0	1	0	1	1	6	15
	7:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	4	15
	7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	14
	8:00 AM	0	0	0	3	0	3	0	0	0	0	0	0	3	19
	8:15 AM	1	0	1	4	0	4	1	0	1	0	0	0	6	
	8:30 AM	0	0	0	1	0	1	1	0	1	0	1	1	3	
	8:45 AM	0	0	0	6	0	6	0	0	0	0	1	1	7	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	0	1	5	0	5	0	0	0	0	0	0	6	20
	3:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	19
	3:30 PM	1	1	2	0	0	0	2	0	2	0	0	0	4	26
	3:45 PM	1	0	1	7	0	7	0	0	0	0	0	0	8	33
	4:00 PM	0	0	0	3	0	3	2	0	2	0	0	0	5	31
	4:15 PM	1	0	1	8	0	8	0	0	0	0	0	0	9	32
	4:30 PM	0	0	0	8	0	8	0	0	0	0	3	3	11	27
	4:45 PM	0	0	0	5	0	5	0	0	0	0	1	1	6	21
	5:00 PM	0	0	0	5	0	5	1	0	1	0	0	0	6	18
	5:15 PM	1	0	1	2	0	2	1	0	1	0	0	0	4	
	5:30 PM	1	0	1	4	0	4	0	0	0	0	0	0	5	
	5:45 PM	1	0	1	2	0	2	0	0	0	0	0	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**14**	**1**	**15**	**80**	**0**	**80**	**11**	**0**	**11**	**0**	**9**	**9**	**115**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Farwell Avenue & Curtis Place

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Farwell Avenue			Crossing East Approach Curtis Place			Crossing South Approach Farwell Avenue			Crossing West Approach			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	1
	5:30 AM	0		0	0		0	0		0	0		0	0	1
	5:45 AM	0		0	0		0	0		0	0		0	0	11
AM Peak Period	6:00 AM	0		0	1		1	0		0	0		0	1	12
	6:15 AM	0		0	0		0	0		0	0		0	0	12
	6:30 AM	3		3	5		5	2		2	0		0	10	17
	6:45 AM	0		0	1		1	0		0	0		0	1	11
	7:00 AM	1		1	0		0	0		0	0		0	1	12
	7:15 AM	1		1	3		3	1		1	0		0	5	14
	7:30 AM	1		1	3		3	0		0	0		0	4	15
	7:45 AM	0		0	2		2	0		0	0		0	2	13
	8:00 AM	0		0	3		3	0		0	0		0	3	17
	8:15 AM	1		1	4		4	1		1	0		0	6	14
	8:30 AM	0		0	1		1	1		1	0		0	2	8
	8:45 AM	0		0	6		6	0		0	0		0	6	6
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	6
	2:30 PM	0		0	0		0	0		0	0		0	0	8
	2:45 PM	0		0	0		0	0		0	0		0	0	11
	3:00 PM	1		1	5		5	0		0	0		0	6	19
	3:15 PM	0		0	2		2	0		0	0		0	2	18
	3:30 PM	1		1	0		0	2		2	0		0	3	25
	3:45 PM	1		1	7		7	0		0	0		0	8	30
	4:00 PM	0		0	3		3	2		2	0		0	5	27
	4:15 PM	1		1	8		8	0		0	0		0	9	28
	4:30 PM	0		0	8		8	0		0	0		0	8	23
	4:45 PM	0		0	5		5	0		0	0		0	5	20
	5:00 PM	0		0	5		5	1		1	0		0	6	18
	5:15 PM	1		1	2		2	1		1	0		0	4	12
	5:30 PM	1		1	4		4	0		0	0		0	5	8
	5:45 PM	1		1	2		2	0		0	0		0	3	3
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**14**	**0**	**14**	**80**	**0**	**80**	**11**	**0**	**11**	**0**	**0**	**0**	**105**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Farwell Avenue & Curtis Place

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: **Farwell Avenue**
Minor St: **Curtis Place**
Intersection of: ***Farwell Avenue & Curtis Place***

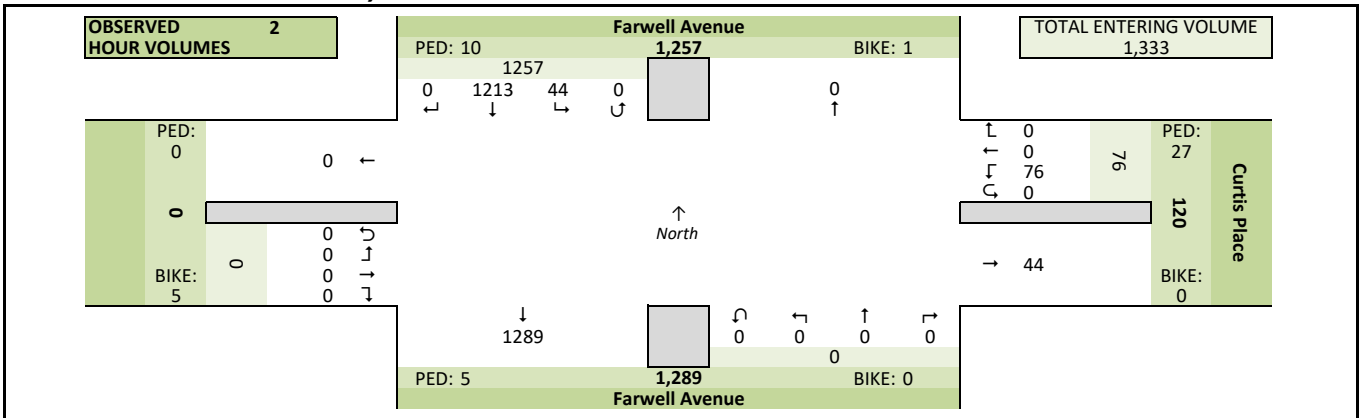
Site Information

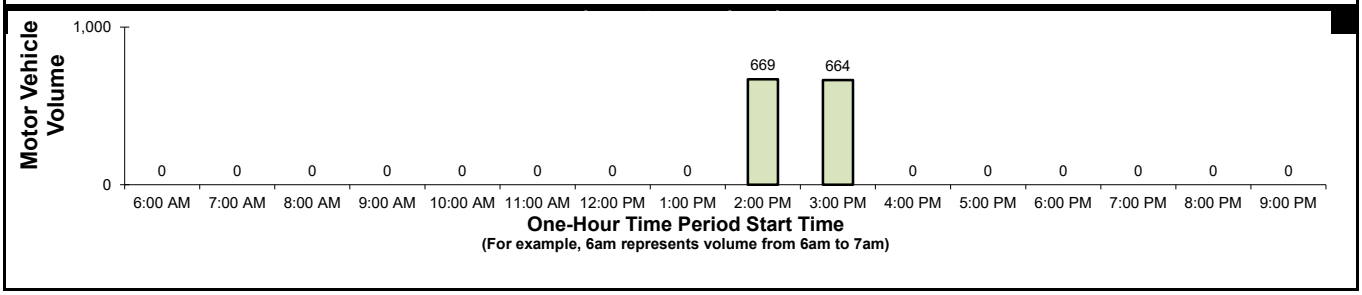
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Farwell Avenue		
East Leg	Curtis Place		
South Leg	Farwell Avenue		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

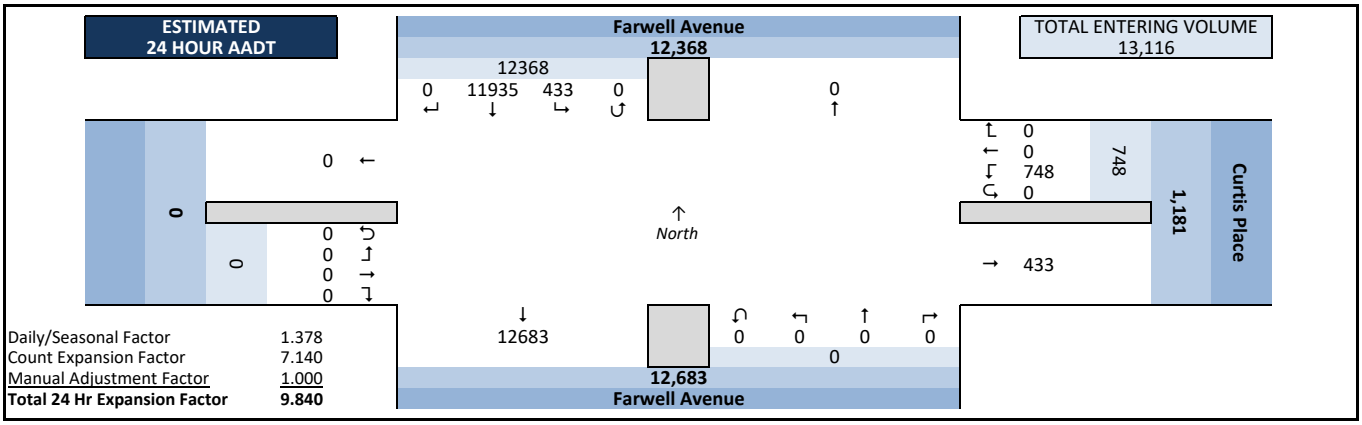
Hrs Counted:	02:00 PM-04:00 PM				
1st Day of Count	Saturday, February 4, 2023			Weather	
AM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Midday Peak Period	Saturday, February 4, 2023			Clear & Dry	
PM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	2:15-3:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.378	Count Expansion Factor	7.140		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	Lori Atwell				
Observers: PM Peak Period	None				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

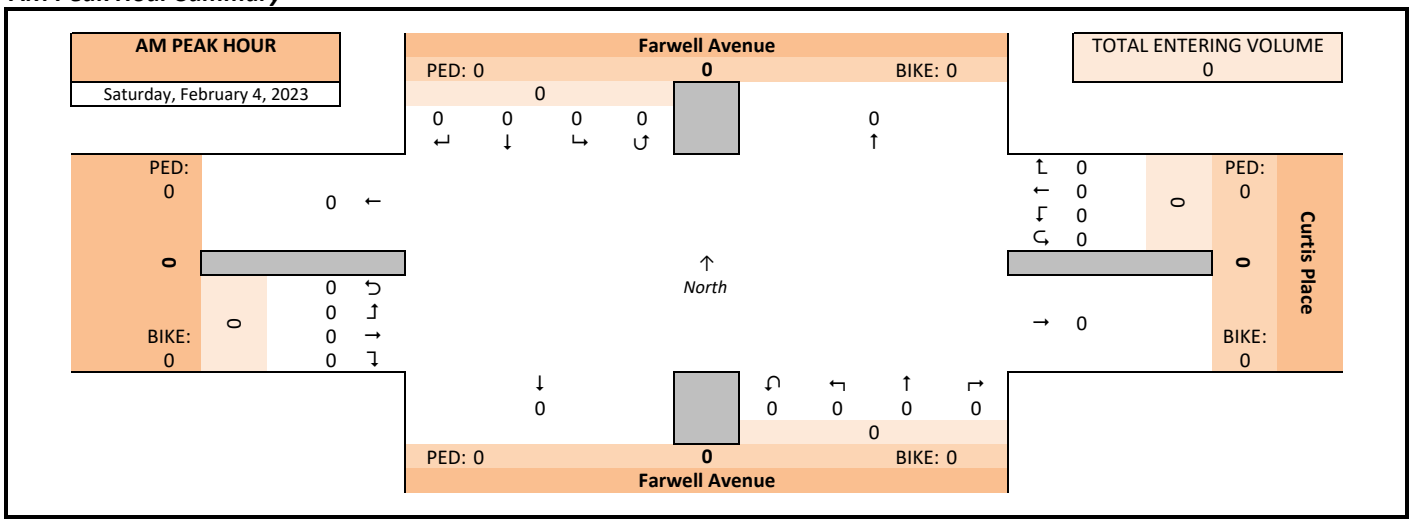
Count Basics			Page 2 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

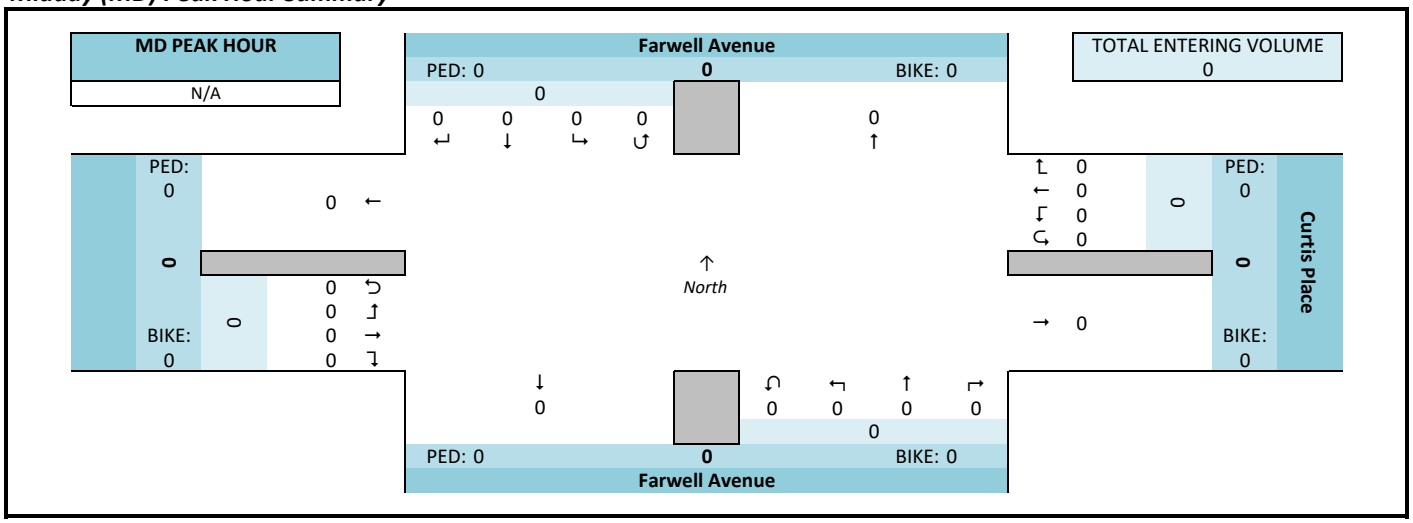
Farwell Avenue & Curtis Place

All Motor Vehicles

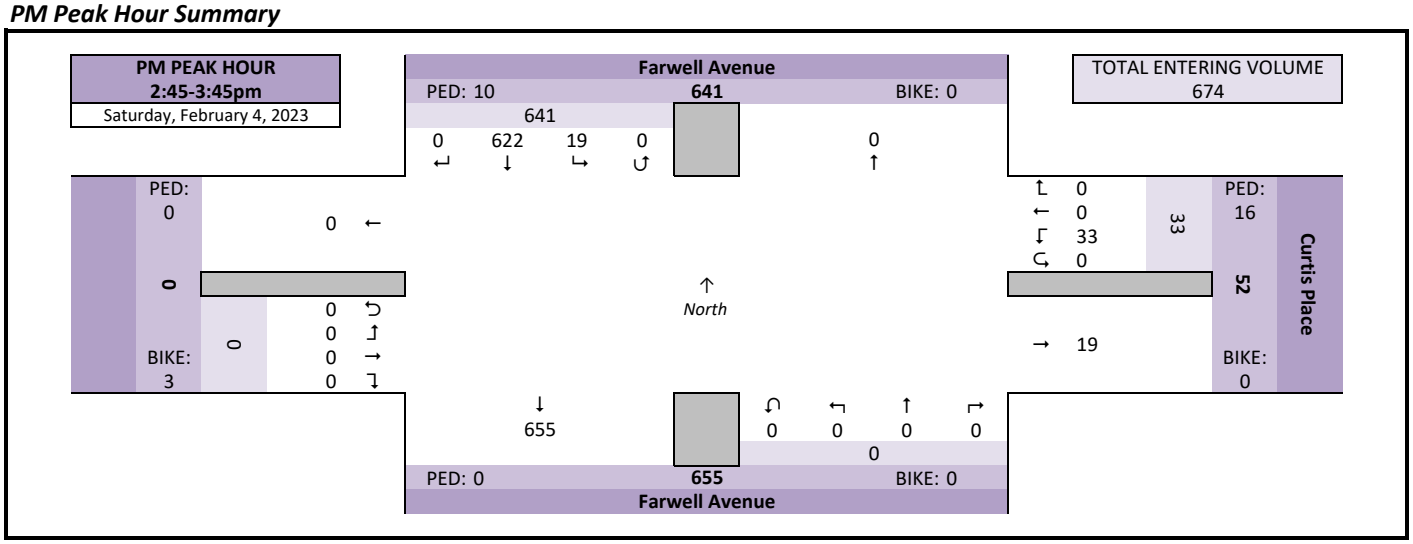
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Farwell Avenue & Curtis Place

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, February 4, 2023		From North					From East					From South					From West					
	AM Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 4, 2023		From North					From East					From South					From West					
	PM Peak Hour	Farwell Avenue					Curtis Place					Farwell Avenue										
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:45 PM	0	146	4	0	150	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	162
	3:00 PM	0	161	6	0	167	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	179
	3:15 PM	0	152	4	0	156	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	161
	3:30 PM	0	163	5	0	168	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	172
	Peak Hour Volume	0	622	19	0	641	0	0	33	0	33	0	0	0	0	0	0	0	0	0	0	674
	Rounded Hourly Volume	0	620	20	0	640	0	0	35	0	35	0	0	0	0	0	0	0	0	0	0	675
	% Single Unit Trucks	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	Peak Hour Factor (PHF)	0.00	0.95	0.79	0.00	0.95	0.00	0.00	0.69	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Farwell Avenue			Curtis Place			Farwell Avenue						
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	1	0	1	6	0	6	0	0	0	0	1	1	8
	3:00 PM	2	0	2	2	0	2	0	0	0	0	0	0	4
	3:15 PM	5	0	5	5	0	5	0	0	0	0	1	1	11
	3:30 PM	2	0	2	3	0	3	0	0	0	0	1	1	6
	Total	10	0	10	16	0	16	0	0	0	0	3	3	29

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

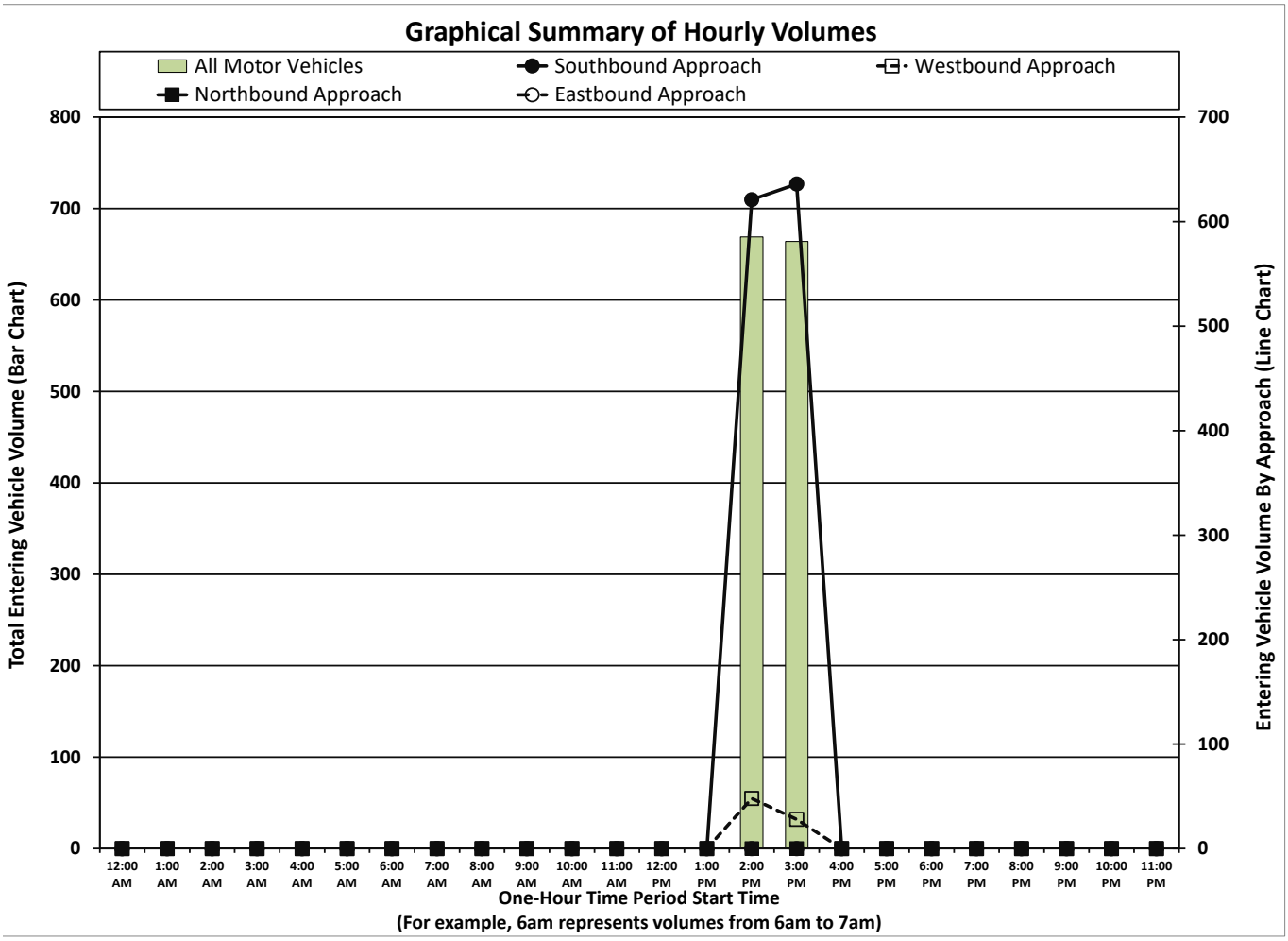
Hourly Volume Summary - Motor Vehicle Data

Farwell Avenue & Curtis Place

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	603	18	0	621	0	0	48	0	48	0	0	0	0	0	0	0	0	0	0	669	48	621
	3:00 PM	0	610	26	0	636	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	664	28	636
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	1213	44	0	1257	0	0	76	0	76	0	0	0	0	0	0	0	0	0	0	1333	76	1257



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Farwell Avenue & Curtis Place

15-Minute Motor Vehicle Data

	15-Minute	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	149	5	0	154	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	166	669	0.98
	2:15 PM	0	155	5	0	160	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	171	682	0.95
	2:30 PM	0	153	4	0	157	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	170	672	0.94
	2:45 PM	0	146	4	0	150	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	162	674	0.94
	3:00 PM	0	161	6	0	167	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	179	664	0.93
	3:15 PM	0	152	4	0	156	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	161		
	3:30 PM	0	163	5	0	168	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	172		
	3:45 PM	0	134	11	0	145	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	152		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	1213	44	0	1257	0	0	76	0	76	0	0	0	0	0	0	0	0	0	0	1333		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:45 PM	0	622	19	0	641	0	0	33	0	33	0	0	0	0	0	0	0	0	0	0	674	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Farwell Avenue & Curtis Place

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	145	5	0	150	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	162	654
	2:15 PM	0	151	5	0	156	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	167	667
	2:30 PM	0	149	4	0	153	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	166	658
	2:45 PM	0	143	4	0	147	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	159	660
	3:00 PM	0	157	6	0	163	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	175	651
	3:15 PM	0	149	4	0	153	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	158	
	3:30 PM	0	159	5	0	164	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	168	
	3:45 PM	0	132	11	0	143	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	150	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1185	44	0	1229	0	0	76	0	76	0	0	0	0	0	0	0	0	0	0	1305	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	608	19	0	627	0	0	33	0	33	0	0	0	0	0	0	0	0	0	0	660

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Farwell Avenue & Curtis Place

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
	2:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
	2:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
	2:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
	3:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
	3:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Farwell Avenue & Curtis Place

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Farwell Avenue					Curtis Place					Farwell Avenue										15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Farwell Avenue					Curtis Place					Farwell Avenue										Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Farwell Avenue & Curtis Place

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Farwell Avenue					Curtis Place					Farwell Avenue										15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
	2:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
	2:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
	2:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14
	3:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
	3:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	

Peak Hour Heavy Vehicle Volume Summary

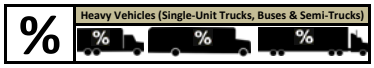
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Farwell Avenue					Curtis Place					Farwell Avenue										Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Farwell Avenue & Curtis Place



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		↓ From North Farwell Avenue					← From East Curtis Place					↑ From South Farwell Avenue					→ From West					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.2
	2:15 PM	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.2
	2:30 PM	0.0	2.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.1
	2:45 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	2.1
	3:00 PM	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.0
	3:15 PM	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	
	3:30 PM	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	
	3:45 PM	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		↓ From North Farwell Avenue					← From East Curtis Place					↑ From South Farwell Avenue					→ From West					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:45 PM	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Farwell Avenue & Curtis Place

Pedestrians and Bicyclists


15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach Farwell Avenue			Crossing East Approach Curtis Place			Crossing South Approach Farwell Avenue			Crossing West Approach			15-Min	Hourly
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	23
	2:15 PM	0	0	0	5	0	5	0	0	0	0	0	0	5	24
	2:30 PM	0	0	0	0	0	0	5	0	5	0	2	2	7	30
	2:45 PM	1	0	1	6	0	6	0	0	0	0	1	1	8	29
	3:00 PM	2	0	2	2	0	2	0	0	0	0	0	0	4	25
	3:15 PM	5	0	5	5	0	5	0	0	0	0	1	1	11	
	3:30 PM	2	0	2	3	0	3	0	0	0	0	1	1	6	
	3:45 PM	0	1	1	3	0	3	0	0	0	0	0	0	4	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**10**	**1**	**11**	**27**	**0**	**27**	**5**	**0**	**5**	**0**	**5**	**5**	**48**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Farwell Avenue & Curtis Place

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Farwell Avenue			Crossing East Approach Curtis Place			Crossing South Approach Farwell Avenue			Crossing West Approach			15-Min	Hourly
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	0
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	3
	1:30 PM	0		0	0		0	0		0	0		0	0	8
	1:45 PM	0		0	0		0	0		0	0		0	0	13
PM Peak Period	2:00 PM	0		0	3		3	0		0	0		0	3	20
	2:15 PM	0		0	5		5	0		0	0		0	5	21
	2:30 PM	0		0	0		0	5		5	0		0	5	26
	2:45 PM	1		1	6		6	0		0	0		0	7	26
	3:00 PM	2		2	2		2	0		0	0		0	4	22
	3:15 PM	5		5	5		5	0		0	0		0	10	18
	3:30 PM	2		2	3		3	0		0	0		0	5	8
	3:45 PM	0		0	3		3	0		0	0		0	3	3
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**10**	**0**	**10**	**27**	**0**	**27**	**5**	**0**	**5**	**0**	**0**	**0**	**42**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Farwell Avenue & Curtis Place

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Curtis Place					From South (↑) Farwell Avenue					From West (→)					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Prospect Avenue**
Minor St: **Curtis Place**
Intersection of: ***Prospect Avenue & Curtis Place***

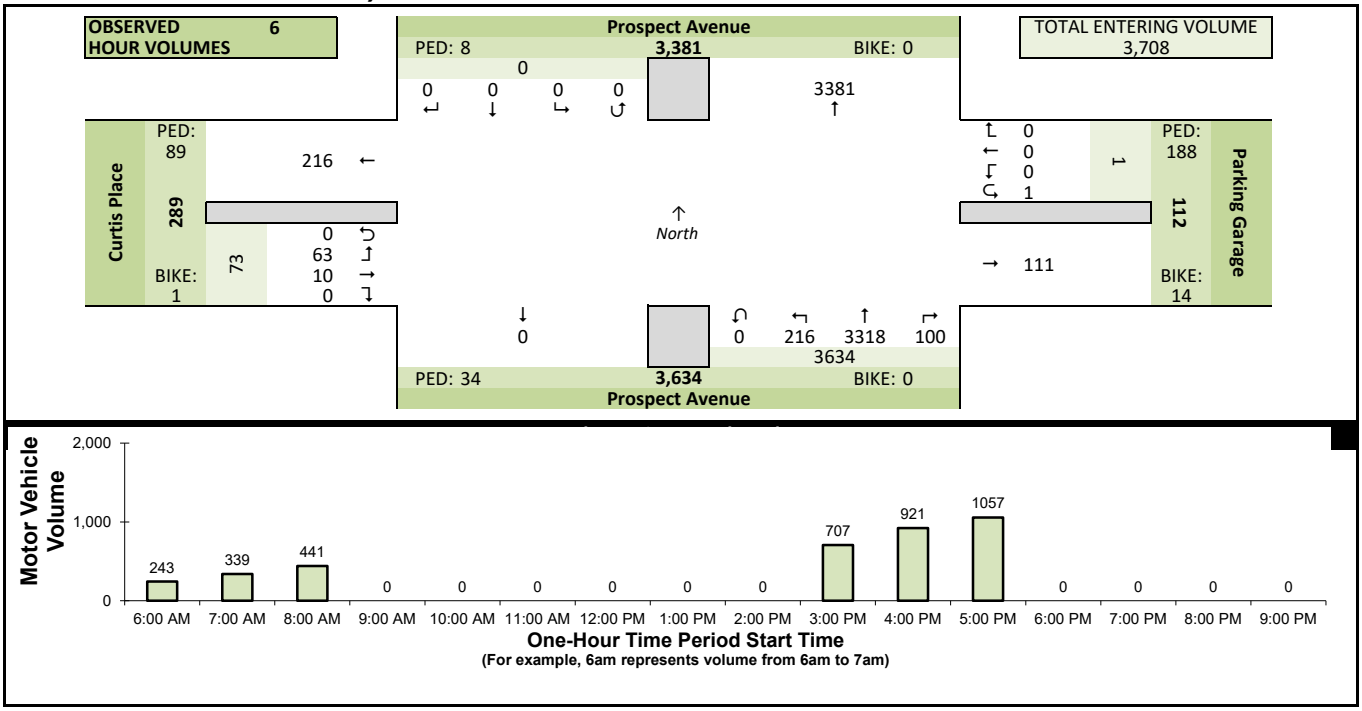
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Prospect Avenue		
East Leg	Parking Garage		
South Leg	Prospect Avenue		
West Leg	Curtis Place		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

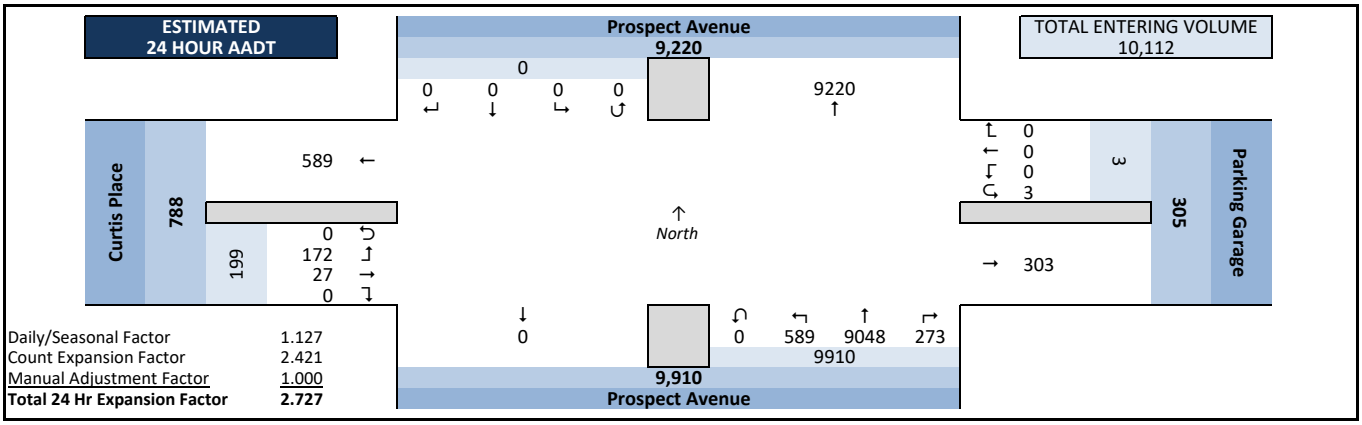
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Monday, February 6, 2023			Weather	
AM Peak Period	Tuesday, February 7, 2023			Clear & Dry	
Midday Peak Period	Tuesday, February 7, 2023			Clear & Dry	
PM Peak Period	Monday, February 6, 2023			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.127	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Sara Adams				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Sara Adams				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

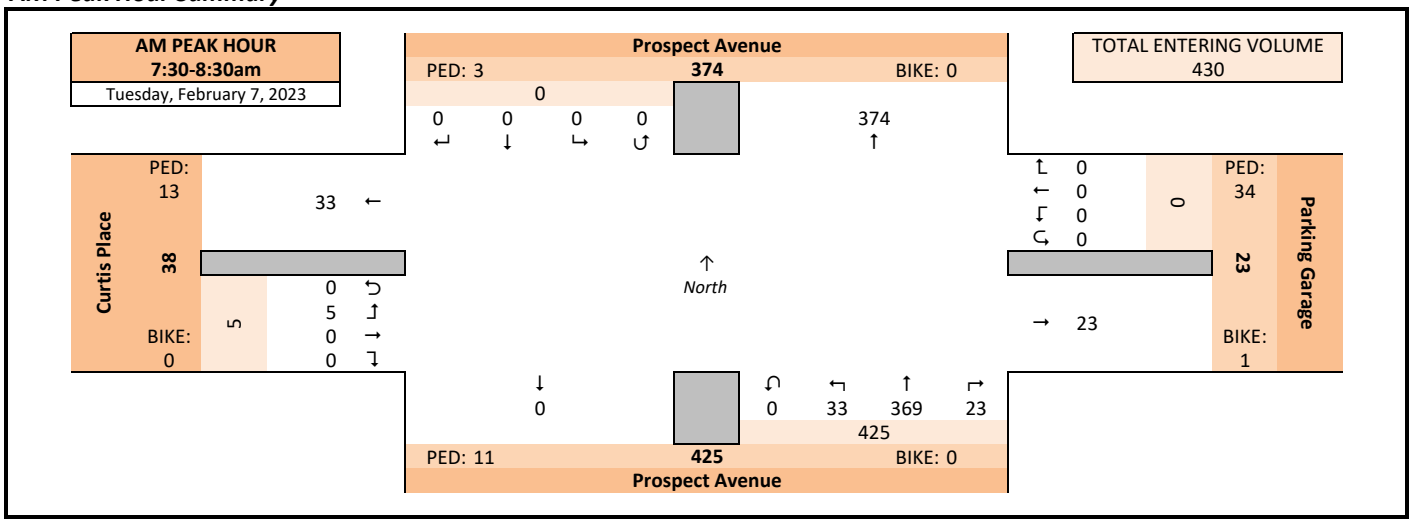
Count Basics			*Page 2 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

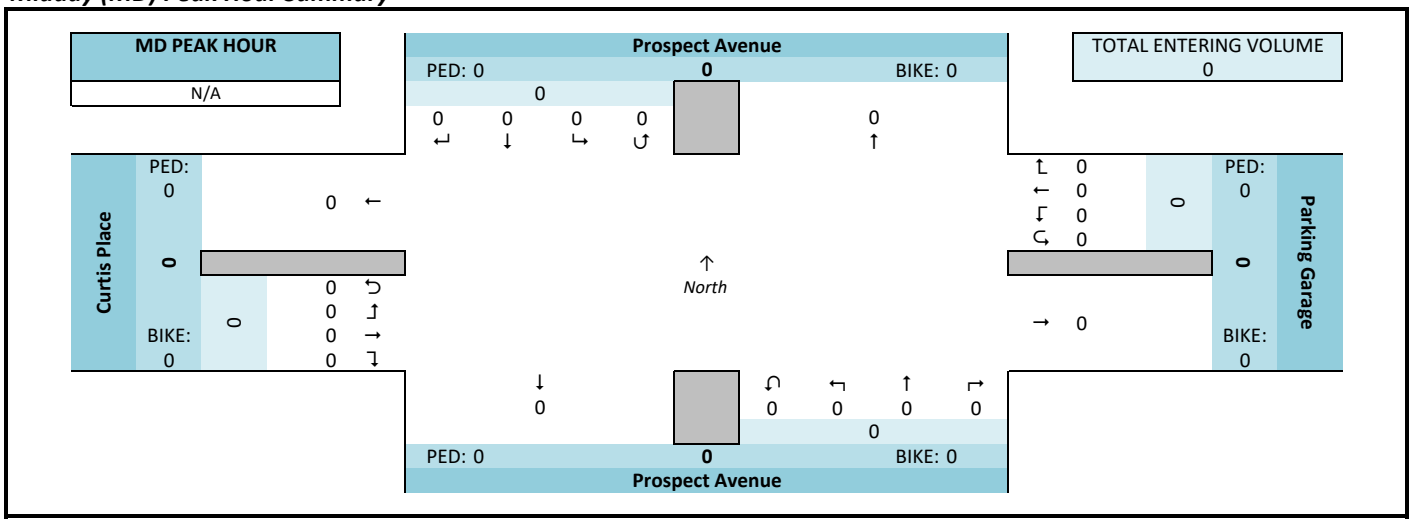
Prospect Avenue & Curtis Place

All Motor Vehicles

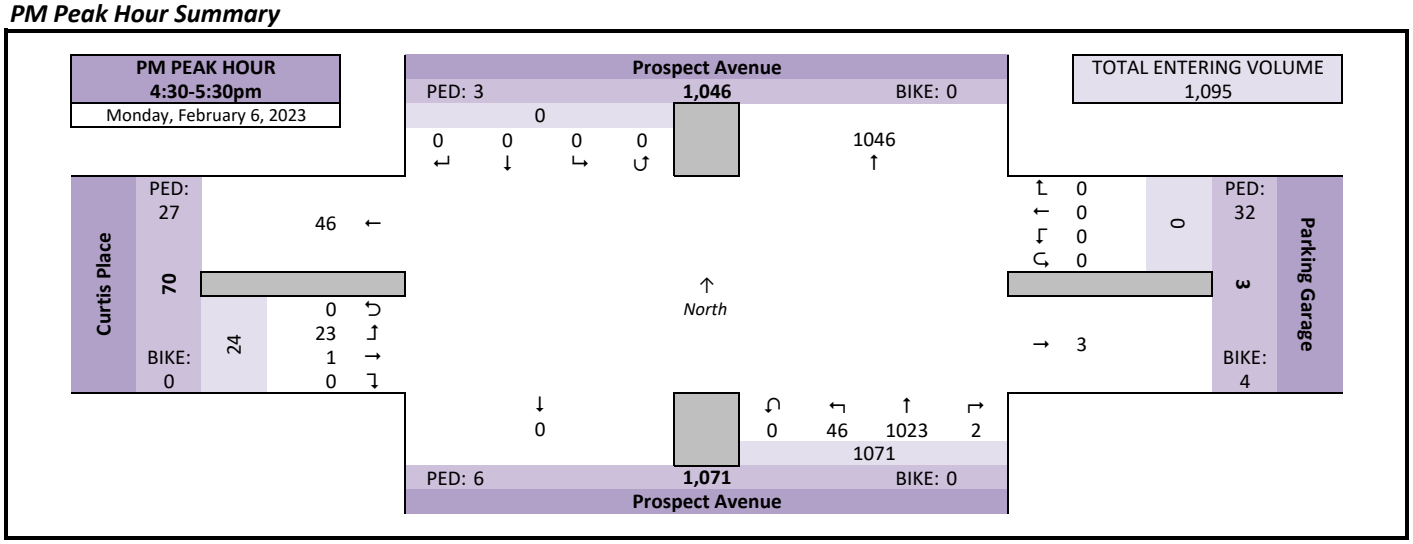
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Prospect Avenue & Curtis Place

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	77	8	0	88	0	0	2	0	2	90
	7:45 AM	0	0	0	0	0	0	0	0	0	0	5	88	9	0	102	0	0	2	0	2	104
	8:00 AM	0	0	0	0	0	0	0	0	0	0	6	106	6	0	118	0	0	0	0	0	118
	8:15 AM	0	0	0	0	0	0	0	0	0	0	9	98	10	0	117	0	0	1	0	1	118
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	23	369	33	0	425	0	0	5	0	5	430
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	25	370	35	0	430	0	0	5	0	5	435
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.87	0.82	0.00	0.90	0.00	0.00	0.62	0.00	0.62	0.91

N/A		From North					From East					From South					From West					
	MD Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, February 6, 2023		From North					From East					From South					From West					
	PM Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	235	11	0	247	0	0	4	0	4	251
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	247	12	0	260	0	0	3	0	3	263
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	267	14	0	281	0	1	10	0	11	292
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	274	9	0	283	0	0	6	0	6	289
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	2	1023	46	0	1071	0	1	23	0	24	1095
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	1025	45	0	1070	0	0	25	0	25	1095
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	2.2	0.0	1.3	0.0	0.0	8.7	0.0	8.3	1.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.2	0.0	1.4	0.0	0.0	8.7	0.0	8.3	1.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.93	0.82	0.00	0.95	0.00	0.25	0.57	0.00	0.55	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Prospect Avenue			Parking Garage			Prospect Avenue			Curtis Place			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	9	0	9	3	0	3	0	0	0	12
	7:45 AM	1	0	1	8	0	8	4	0	4	3	0	3	16
	8:00 AM	0	0	0	6	0	6	1	0	1	3	0	3	10
	8:15 AM	2	0	2	11	1	12	3	0	3	7	0	7	24
	Total	3	0	3	34	1	35	11	0	11	13	0	13	62
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	1	9	2	11	2	0	2	3	0	3	17
	4:45 PM	1	0	1	6	0	6	0	0	0	3	0	3	10
	5:00 PM	1	0	1	11	0	11	3	0	3	13	0	13	28
	5:15 PM	0	0	0	6	2	8	1	0	1	8	0	8	17
	Total	3	0	3	32	4	36	6	0	6	27	0	27	72

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

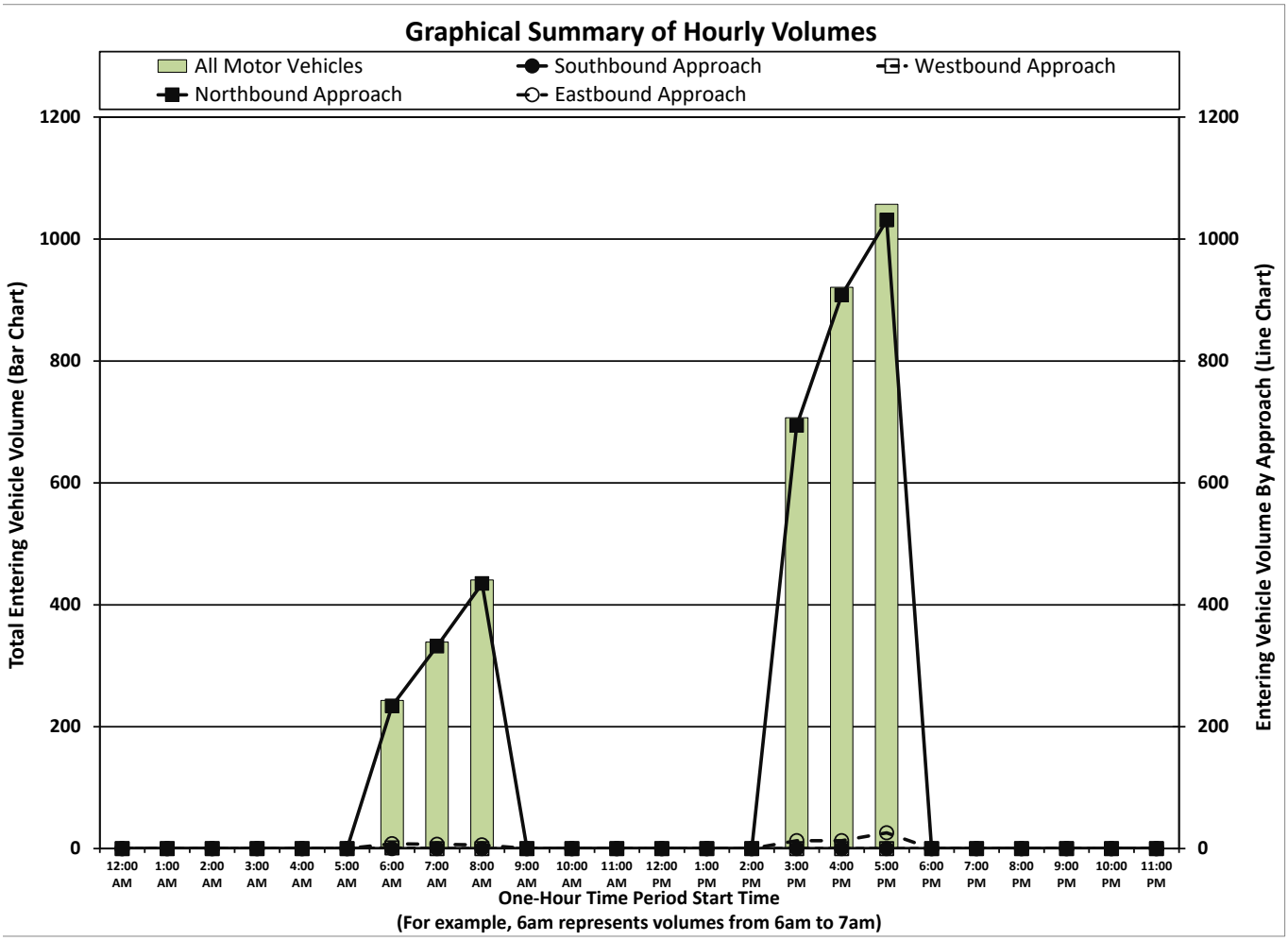
Hourly Volume Summary - Motor Vehicle Data

Prospect Avenue & Curtis Place

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	1	1	35	184	15	0	234	0	3	5	0	8	243	9	234
	7:00 AM	0	0	0	0	0	0	0	0	0	0	25	276	31	0	332	0	2	5	0	7	339	7	332
	8:00 AM	0	0	0	0	0	0	0	0	0	0	28	380	27	0	435	0	2	4	0	6	441	6	435
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	6	633	55	0	694	0	1	12	0	13	707	13	694
	4:00 PM	0	0	0	0	0	0	0	0	0	0	4	863	41	0	908	0	0	13	0	13	921	13	908
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	982	47	0	1031	0	2	24	0	26	1057	26	1031
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	0	0	0	1	1	100	3318	216	0	3634	0	10	63	0	73	3708	74	3634



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Prospect Avenue & Curtis Place

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	6	26	1	0	33	0	1	1	0	2	35	243	0.71
	6:15 AM	0	0	0	0	0	0	0	0	0	0	8	44	0	0	52	0	0	1	0	1	53	273	0.80
	6:30 AM	0	0	0	0	0	0	0	0	0	0	9	54	6	0	69	0	0	1	0	1	70	300	0.88
	6:45 AM	0	0	0	0	0	0	0	0	1	1	12	60	8	0	80	0	2	2	0	4	85	320	0.89
	7:00 AM	0	0	0	0	0	0	0	0	0	0	10	48	7	0	65	0	0	0	0	0	65	339	0.81
	7:15 AM	0	0	0	0	0	0	0	0	0	0	7	63	7	0	77	0	2	1	0	3	80	392	0.83
	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	77	8	0	88	0	0	2	0	2	90	430	0.91
	7:45 AM	0	0	0	0	0	0	0	0	0	0	5	88	9	0	102	0	0	2	0	2	104	421	0.89
	8:00 AM	0	0	0	0	0	0	0	0	0	0	6	106	6	0	118	0	0	0	0	0	118	441	0.89
	8:15 AM	0	0	0	0	0	0	0	0	0	0	9	98	10	0	117	0	0	1	0	1	118		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	6	68	4	0	78	0	1	2	0	3	81		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	7	108	7	0	122	0	1	1	0	2	124		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	169	14	0	183	0	0	1	0	1	184	707	0.95
	3:15 PM	0	0	0	0	0	0	0	0	0	0	2	134	15	0	151	0	0	2	0	2	153	714	0.93
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	164	14	0	180	0	0	4	0	4	184	777	0.90
	3:45 PM	0	0	0	0	0	0	0	0	0	0	2	166	12	0	180	0	1	5	0	6	186	844	0.84
	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	178	7	0	187	0	0	4	0	4	191	921	0.88
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	203	11	0	214	0	0	2	0	2	216	1022	0.88
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	235	11	0	247	0	0	4	0	4	251	1095	0.94
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	247	12	0	260	0	0	3	0	3	263	1088	0.93
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	267	14	0	281	0	1	10	0	11	292	1057	0.90
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	274	9	0	283	0	0	6	0	6	289		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	224	14	0	239	0	1	4	0	5	244		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	217	10	0	228	0	0	4	0	4	232		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	0	0	1	1	100	3318	216	0	3634	0	10	63	0	73	3708		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	23	369	33	0	425	0	0	5	0	5	430	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1023	46	0	1071	0	1	23	0	24	1095	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Automobile Data

Prospect Avenue & Curtis Place

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	6	24	1	0	31	0	1	1	0	2	33	228
	6:15 AM	0	0	0	0	0	0	0	0	0	0	8	40	0	0	48	0	0	1	0	1	49	257
	6:30 AM	0	0	0	0	0	0	0	0	0	0	9	51	6	0	66	0	0	1	0	1	67	286
	6:45 AM	0	0	0	0	0	0	0	0	1	1	12	55	8	0	75	0	2	1	0	3	79	305
	7:00 AM	0	0	0	0	0	0	0	0	0	0	10	45	7	0	62	0	0	0	0	0	62	329
	7:15 AM	0	0	0	0	0	0	0	0	0	0	7	61	7	0	75	0	2	1	0	3	78	380
	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	73	8	0	84	0	0	2	0	2	86	413
	7:45 AM	0	0	0	0	0	0	0	0	0	0	5	87	9	0	101	0	0	2	0	2	103	400
	8:00 AM	0	0	0	0	0	0	0	0	0	0	6	101	6	0	113	0	0	0	0	0	113	408
	8:15 AM	0	0	0	0	0	0	0	0	0	0	9	91	10	0	110	0	0	1	0	1	111	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	6	60	4	0	70	0	1	2	0	3	73	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	7	95	7	0	109	0	1	1	0	2	111	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	162	14	0	176	0	0	1	0	1	177	681
	3:15 PM	0	0	0	0	0	0	0	0	0	0	2	130	15	0	147	0	0	2	0	2	149	692
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	157	14	0	173	0	0	4	0	4	177	754
	3:45 PM	0	0	0	0	0	0	0	0	0	0	2	159	11	0	172	0	1	5	0	6	178	825
	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	175	7	0	184	0	0	4	0	4	188	906
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	198	11	0	209	0	0	2	0	2	211	1006
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	232	11	0	244	0	0	4	0	4	248	1078
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	245	11	0	257	0	0	2	0	2	259	1071
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	263	14	0	277	0	1	10	0	11	288	1040
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	269	9	0	278	0	0	5	0	5	283	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	221	14	0	236	0	1	4	0	5	241	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	213	10	0	224	0	0	4	0	4	228	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	1	1	100	3207	214	0	3521	0	10	60	0	70	3592	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	23	352	33	0	408	0	0	5	0	5	413
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1009	45	0	1056	0	1	21	0	22	1078

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Prospect Avenue & Curtis Place

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	15
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	16
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	14
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	14
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	9
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	11
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	15
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	17
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	28
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	23
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	20
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	22
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7	18
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	15
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	16
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	16
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4	16
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	16
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	101	2	0	103	0	0	3	0	3	106	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	13	1	0	14	0	0	2	0	2	16

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Prospect Avenue & Curtis Place

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute	↓ From North					← From East					↑ From South					→ From West						
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10	

Peak Hour Semi-Truck Volume Summary

	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Prospect Avenue & Curtis Place

15-Minute Heavy Vehicle Data

	15-Minute	↓ From North					← From East					↑ From South					→ From West						
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	15
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	16
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	14
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	15
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	10
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	12
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	17
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	21
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	33
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	26
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	22
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	23
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	8	19
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	15
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	16
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	17
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4	17
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	17
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	0	0	0	0	0	111	2	0	113	0	0	3	0	3	116	

Peak Hour Heavy Vehicle Volume Summary

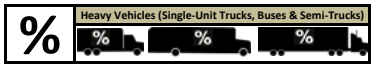
	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	15	0	0	2	0	2	17

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Prospect Avenue & Curtis Place



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.7	6.2
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.5	5.9
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4.3	4.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	6.3	0.0	0.0	50.0	0.0	25.0	7.1	4.7
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	4.6	2.9
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.5	3.1
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.4	4.0
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4.2	7.5
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	5.9	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	9.9	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	10.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	3.7
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.6	3.1
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	3.8	3.0
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	8.3	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.3	2.3
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.6	1.6
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3	1.6
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2	1.6
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	8.3	0.0	1.2	0.0	0.0	33.3	0.0	33.3	1.5	1.6
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	1.6
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	16.7	0.0	16.7	2.1	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.2	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.7	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.9	0.0	3.1	0.0	0.0	4.8	0.0	4.1	3.1	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	2.2	0.0	1.4	0.0	0.0	8.7	0.0	8.3	1.6

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Prospect Avenue & Curtis Place

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Prospect Avenue			Parking Garage			Prospect Avenue			Curtis Place				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	6	0	6	2	0	2	1	0	1	9	29
	6:15 AM	0	0	0	3	1	4	0	0	0	1	0	1	5	30
	6:30 AM	0	0	0	5	0	5	1	0	1	2	0	2	8	35
	6:45 AM	0	0	0	6	0	6	0	0	0	1	0	1	7	39
	7:00 AM	0	0	0	8	0	8	0	0	0	2	0	2	10	48
	7:15 AM	0	0	0	7	0	7	1	0	1	2	0	2	10	48
	7:30 AM	0	0	0	9	0	9	3	0	3	0	0	0	12	62
	7:45 AM	1	0	1	8	0	8	4	0	4	3	0	3	16	58
	8:00 AM	0	0	0	6	0	6	1	0	1	3	0	3	10	57
	8:15 AM	2	0	2	11	1	12	3	0	3	7	0	7	24	
	8:30 AM	0	0	0	5	0	5	0	0	0	2	1	3	8	
	8:45 AM	1	0	1	7	0	7	1	0	1	6	0	6	15	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	11	1	12	0	0	0	1	0	1	13	53
	3:15 PM	0	0	0	9	0	9	1	0	1	8	0	8	18	61
	3:30 PM	0	0	0	8	1	9	1	0	1	3	0	3	13	60
	3:45 PM	0	0	0	5	1	6	2	0	2	1	0	1	9	64
	4:00 PM	0	0	0	13	0	13	4	0	4	4	0	4	21	65
	4:15 PM	0	0	0	11	3	14	1	0	1	2	0	2	17	72
	4:30 PM	1	0	1	9	2	11	2	0	2	3	0	3	17	72
	4:45 PM	1	0	1	6	0	6	0	0	0	3	0	3	10	79
	5:00 PM	1	0	1	11	0	11	3	0	3	13	0	13	28	82
	5:15 PM	0	0	0	6	2	8	1	0	1	8	0	8	17	
	5:30 PM	0	0	0	14	1	15	3	0	3	6	0	6	24	
	5:45 PM	1	0	1	4	1	5	0	0	0	7	0	7	13	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**8**	**0**	**8**	**188**	**14**	**202**	**34**	**0**	**34**	**89**	**1**	**90**	**334**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Prospect Avenue & Curtis Place

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Prospect Avenue			Parking Garage			Prospect Avenue			Curtis Place				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	9
	5:30 AM	0		0	0		0	0		0	0		0	0	13
	5:45 AM	0		0	0		0	0		0	0		0	0	21
AM Peak Period	6:00 AM	0		0	6		6	2		2	1		1	9	28
	6:15 AM	0		0	3		3	0		0	1		1	4	29
	6:30 AM	0		0	5		5	1		1	2		2	8	35
	6:45 AM	0		0	6		6	0		0	1		1	7	39
	7:00 AM	0		0	8		8	0		0	2		2	10	48
	7:15 AM	0		0	7		7	1		1	2		2	10	48
	7:30 AM	0		0	9		9	3		3	0		0	12	61
	7:45 AM	1		1	8		8	4		4	3		3	16	56
	8:00 AM	0		0	6		6	1		1	3		3	10	55
	8:15 AM	2		2	11		11	3		3	7		7	23	45
	8:30 AM	0		0	5		5	0		0	2		2	7	22
	8:45 AM	1		1	7		7	1		1	6		6	15	15
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	12
	2:30 PM	0		0	0		0	0		0	0		0	0	30
	2:45 PM	0		0	0		0	0		0	0		0	0	42
	3:00 PM	0		0	11		11	0		0	1		1	12	50
	3:15 PM	0		0	9		9	1		1	8		8	18	59
	3:30 PM	0		0	8		8	1		1	3		3	12	55
	3:45 PM	0		0	5		5	2		2	1		1	8	58
	4:00 PM	0		0	13		13	4		4	4		4	21	60
	4:15 PM	0		0	11		11	1		1	2		2	14	67
	4:30 PM	1		1	9		9	2		2	3		3	15	68
	4:45 PM	1		1	6		6	0		0	3		3	10	76
	5:00 PM	1		1	11		11	3		3	13		13	28	78
	5:15 PM	0		0	6		6	1		1	8		8	15	50
	5:30 PM	0		0	14		14	3		3	6		6	23	35
	5:45 PM	1		1	4		4	0		0	7		7	12	12
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**8**	**0**	**8**	**188**	**0**	**188**	**34**	**0**	**34**	**89**	**0**	**89**	**319**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Prospect Avenue & Curtis Place

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
		Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Total Hourly
		Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: **Prospect Avenue**
Minor St: **Curtis Place**
Intersection of: ***Prospect Avenue & Curtis Place***

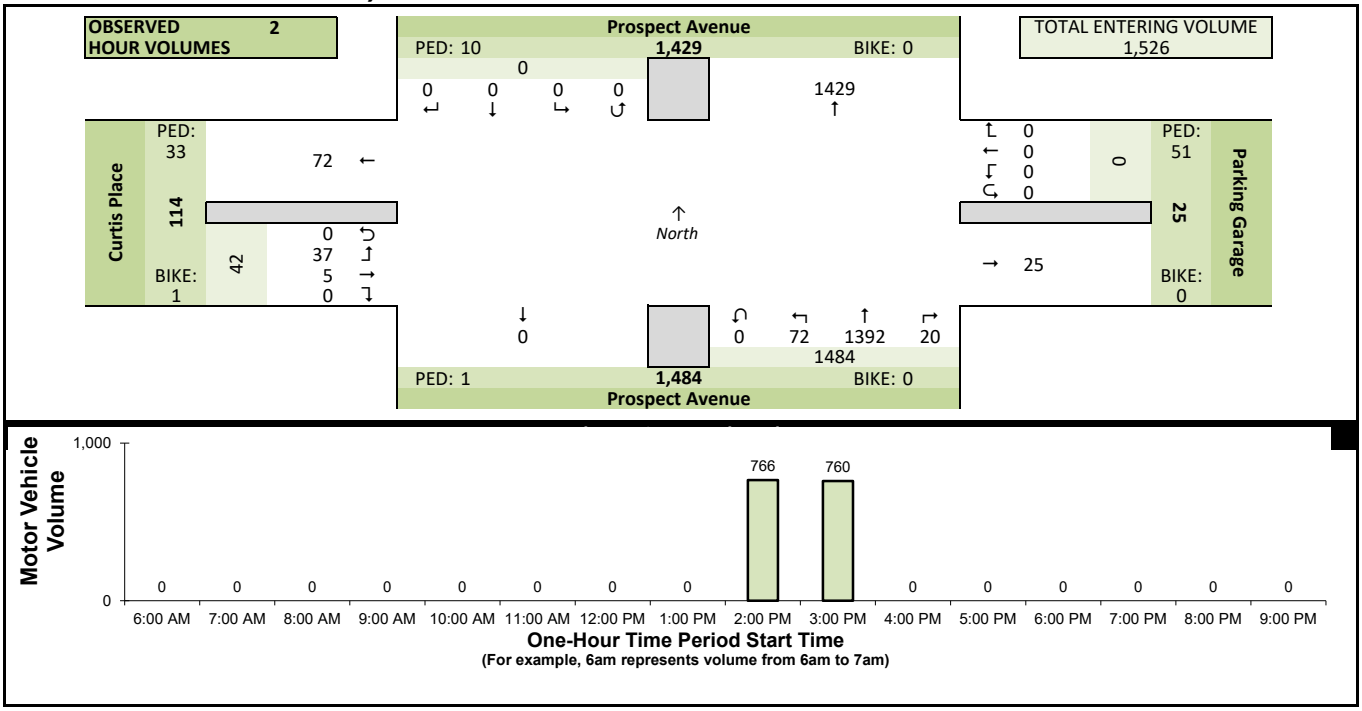
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Prospect Avenue		
East Leg	Parking Garage		
South Leg	Prospect Avenue		
West Leg	Curtis Place		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

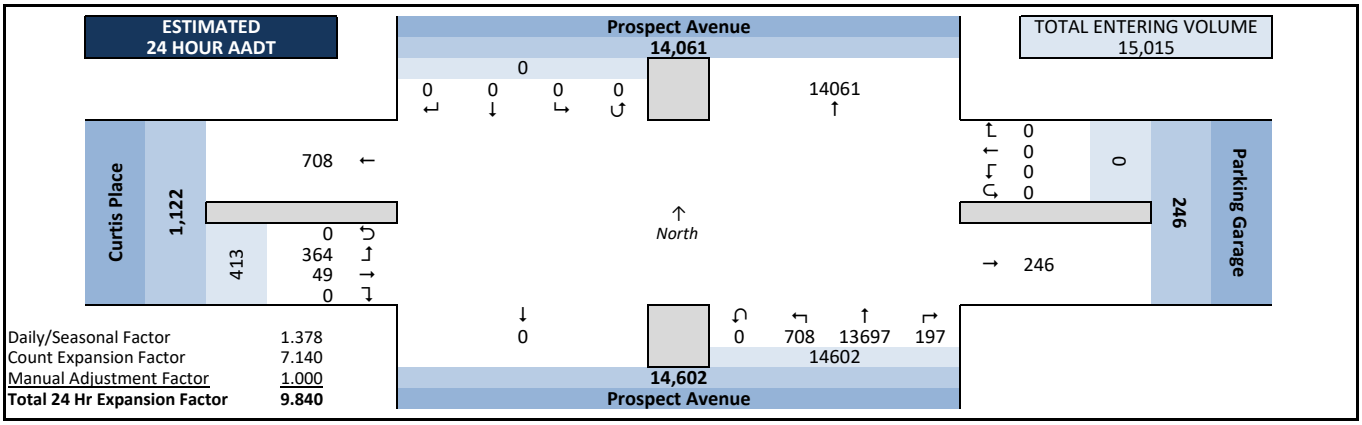
Count Information

Hrs Counted:	02:00 PM-04:00 PM				
1st Day of Count	Saturday, February 4, 2023			Weather	
AM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Midday Peak Period	Saturday, February 4, 2023			Clear & Dry	
PM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	2:30-3:30pm
Peak Hours Selected for Analysis					
AM		MD		PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.378	Count Expansion Factor	7.140		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Sara Adams			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

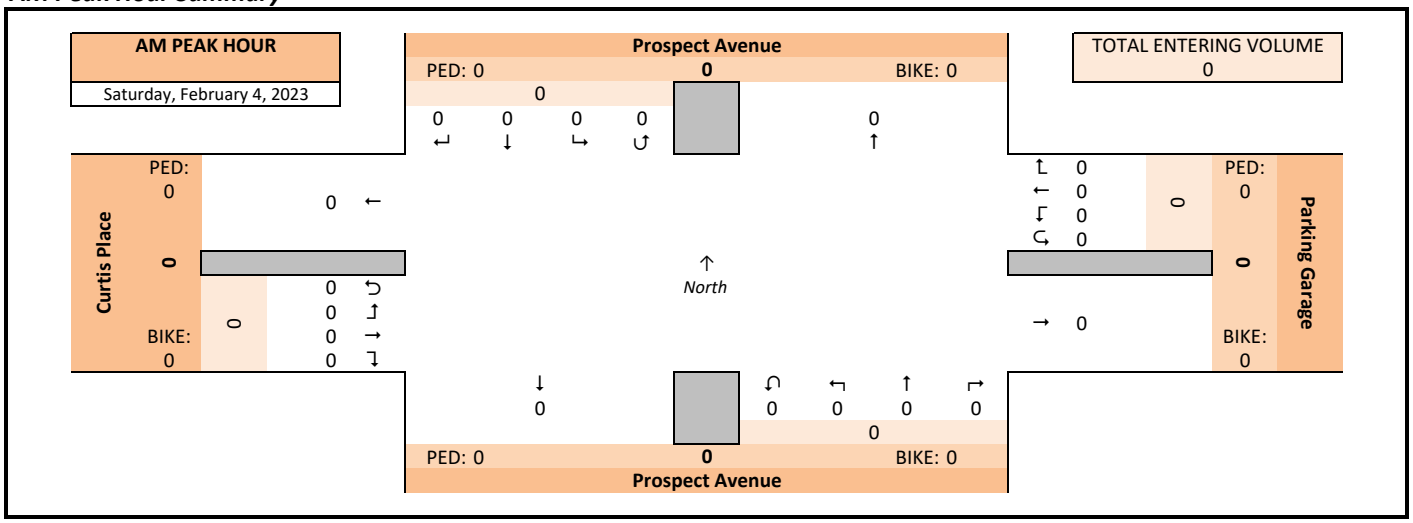
Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

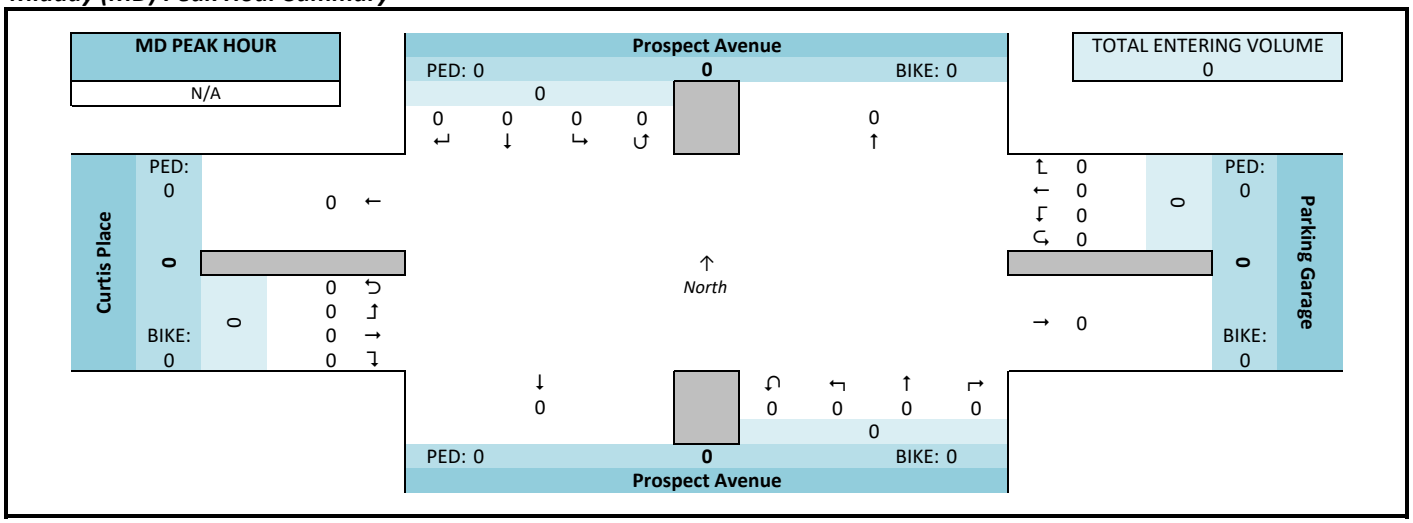
Prospect Avenue & Curtis Place

All Motor Vehicles

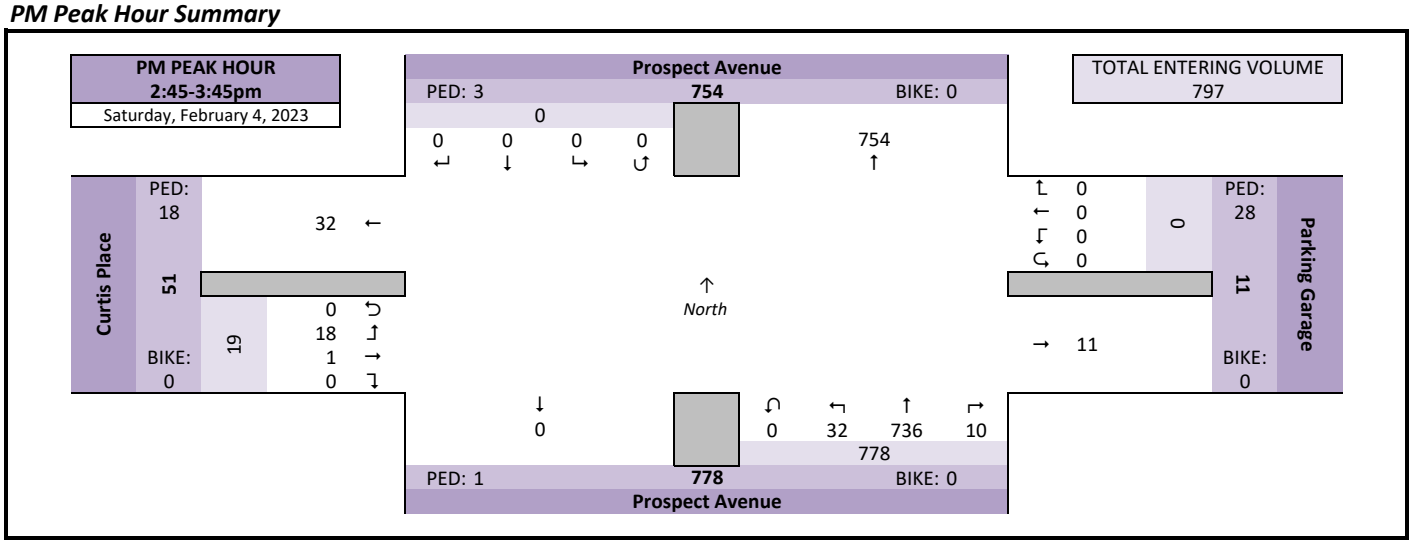
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Prospect Avenue & Curtis Place

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, February 4, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 4, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	2:45 PM	0	0	0	0	0	0	0	0	0	0	5	186	15	0	206	0	0	3	0	3	209
	3:00 PM	0	0	0	0	0	0	0	0	0	0	2	189	9	0	200	0	0	6	0	6	206
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	163	4	0	167	0	1	3	0	4	171
	3:30 PM	0	0	0	0	0	0	0	0	0	0	3	198	4	0	205	0	0	6	0	6	211
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	10	736	32	0	778	0	1	18	0	19	797
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	10	735	30	0	775	0	0	20	0	20	795
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.93	0.53	0.00	0.94	0.00	0.25	0.75	0.00	0.79	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Prospect Avenue			Parking Garage			Prospect Avenue			Curtis Place			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	4	0	4	0	0	0	5	0	5	9
	3:00 PM	0	0	0	8	0	8	1	0	1	1	0	1	10
	3:15 PM	2	0	2	7	0	7	0	0	0	4	0	4	13
	3:30 PM	1	0	1	9	0	9	0	0	0	8	0	8	18
	Total	3	0	3	28	0	28	1	0	1	18	0	18	50

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

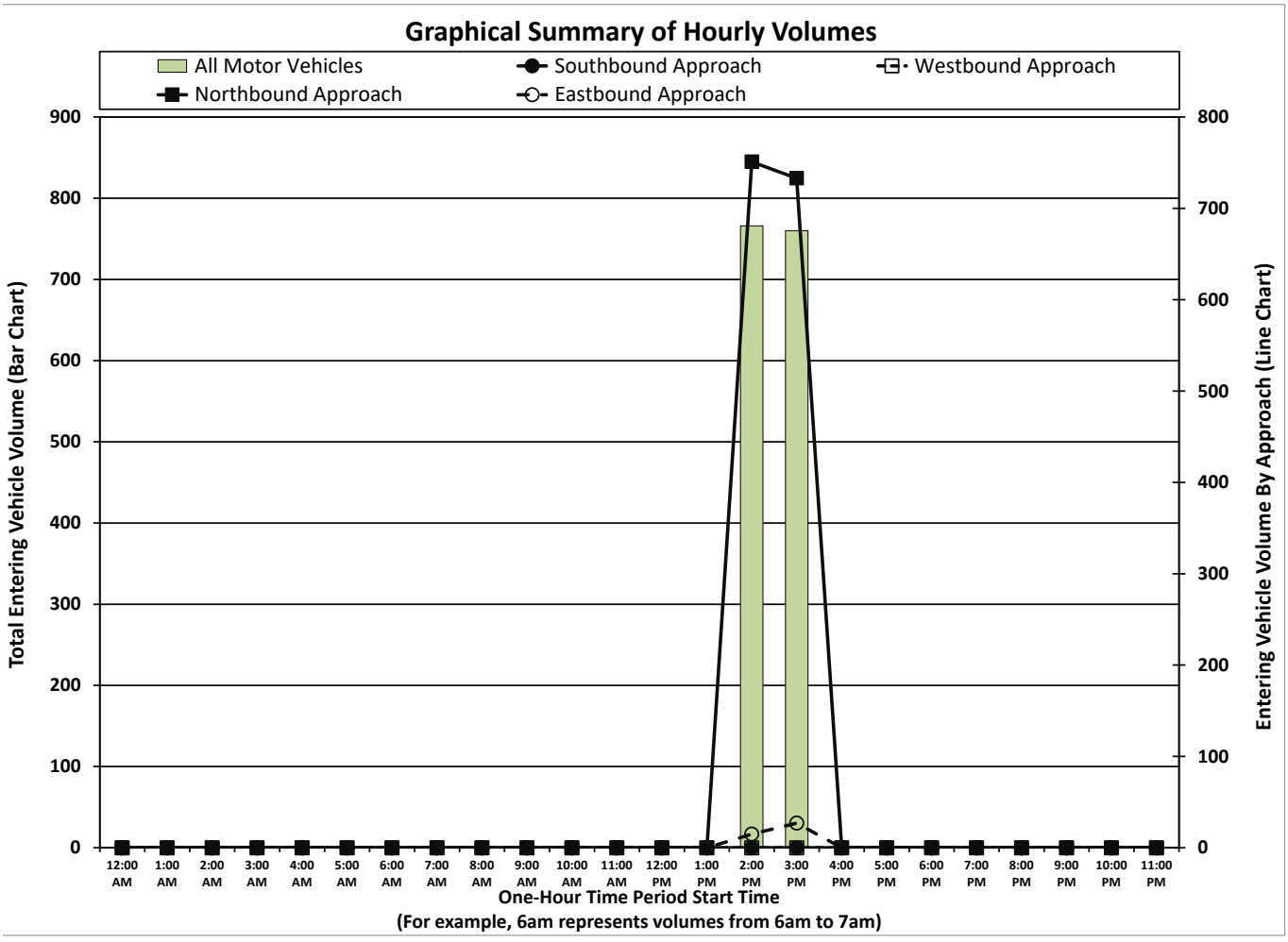
Hourly Volume Summary - Motor Vehicle Data

Prospect Avenue & Curtis Place

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	15	688	48	0	751	0	3	12	0	15	766	15	751
	3:00 PM	0	0	0	0	0	0	0	0	0	0	5	704	24	0	733	0	2	25	0	27	760	27	733
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	20	1392	72	0	1484	0	5	37	0	42	1526	42	1484



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Prospect Avenue & Curtis Place

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	1	165	12	0	178	0	2	3	0	5	183	766	0.89
	2:15 PM	0	0	0	0	0	0	0	0	0	0	4	142	9	0	155	0	1	3	0	4	159	789	0.92
	2:30 PM	0	0	0	0	0	0	0	0	0	0	5	195	12	0	212	0	0	3	0	3	215	801	0.93
	2:45 PM	0	0	0	0	0	0	0	0	0	0	5	186	15	0	206	0	0	3	0	3	209	797	0.94
	3:00 PM	0	0	0	0	0	0	0	0	0	0	2	189	9	0	200	0	0	6	0	6	206	760	0.90
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	163	4	0	167	0	1	3	0	4	171		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	3	198	4	0	205	0	0	6	0	6	211		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	154	7	0	161	0	1	10	0	11	172		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	0	0	0	0	20	1392	72	0	1484	0	5	37	0	42	1526		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	10	736	32	0	778	0	1	18	0	19	797	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Prospect Avenue & Curtis Place

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	1	163	12	0	176	0	2	3	0	5	181	756
	2:15 PM	0	0	0	0	0	0	0	0	0	0	4	136	9	0	149	0	1	3	0	4	153	778
	2:30 PM	0	0	0	0	0	0	0	0	0	0	5	194	12	0	211	0	0	3	0	3	214	793
	2:45 PM	0	0	0	0	0	0	0	0	0	0	5	185	15	0	205	0	0	3	0	3	208	787
	3:00 PM	0	0	0	0	0	0	0	0	0	0	2	186	9	0	197	0	0	6	0	6	203	748
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	160	4	0	164	0	1	3	0	4	168	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	3	195	4	0	202	0	0	6	0	6	208	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	151	7	0	158	0	1	10	0	11	169	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	20	1370	72	0	1462	0	5	37	0	42	1504	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	10	726	32	0	768	0	1	18	0	19	787

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Prospect Avenue & Curtis Place

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	10
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	9
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	8
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	10
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	20	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Prospect Avenue & Curtis Place

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					Totals	Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Prospect Avenue & Curtis Place

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	10
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	11
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	8
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	10
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	12
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	22	

Peak Hour Heavy Vehicle Volume Summary

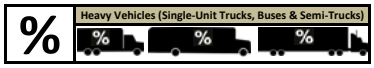
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Prospect Avenue					Parking Garage					Prospect Avenue					Curtis Place					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Prospect Avenue & Curtis Place



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1	1.3
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	3.8	1.4
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	1.0
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	1.3
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5	1.6
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.7	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Prospect Avenue & Curtis Place

Pedestrians and Bicyclists


15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Prospect Avenue			Parking Garage			Prospect Avenue			Curtis Place			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	6	0	6	0	0	0	0	0	0	6	47
	2:15 PM	2	0	2	7	0	7	0	0	0	2	0	2	11	51
	2:30 PM	5	0	5	6	0	6	0	0	0	10	0	10	21	53
	2:45 PM	0	0	0	4	0	4	0	0	0	5	0	5	9	50
	3:00 PM	0	0	0	8	0	8	1	0	1	1	0	1	10	49
	3:15 PM	2	0	2	7	0	7	0	0	0	4	0	4	13	
	3:30 PM	1	0	1	9	0	9	0	0	0	8	0	8	18	
	3:45 PM	0	0	0	4	0	4	0	0	0	3	1	4	8	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**10**	**0**	**10**	**51**	**0**	**51**	**1**	**0**	**1**	**33**	**1**	**34**	**96**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Prospect Avenue & Curtis Place

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Prospect Avenue			Crossing East Approach Parking Garage			Crossing South Approach Prospect Avenue			Crossing West Approach Curtis Place			15-Min	Hourly
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	0
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	6
	1:30 PM	0		0	0		0	0		0	0		0	0	17
	1:45 PM	0		0	0		0	0		0	0		0	0	38
PM Peak Period	2:00 PM	0		0	6		6	0		0	0		0	6	47
	2:15 PM	2		2	7		7	0		0	2		2	11	51
	2:30 PM	5		5	6		6	0		0	10		10	21	53
	2:45 PM	0		0	4		4	0		0	5		5	9	50
	3:00 PM	0		0	8		8	1		1	1		1	10	48
	3:15 PM	2		2	7		7	0		0	4		4	13	38
	3:30 PM	1		1	9		9	0		0	8		8	18	25
	3:45 PM	0		0	4		4	0		0	3		3	7	7
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**10**	**0**	**10**	**51**	**0**	**51**	**1**	**0**	**1**	**33**	**0**	**33**	**95**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Prospect Avenue & Curtis Place

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking Garage					From South (↑) Prospect Avenue					From West (→) Curtis Place					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Farwell Avenue**
Minor St: **Ogden Avenue**
Intersection of: ***Farwell Avenue & Ogden Avenue***

Site Information

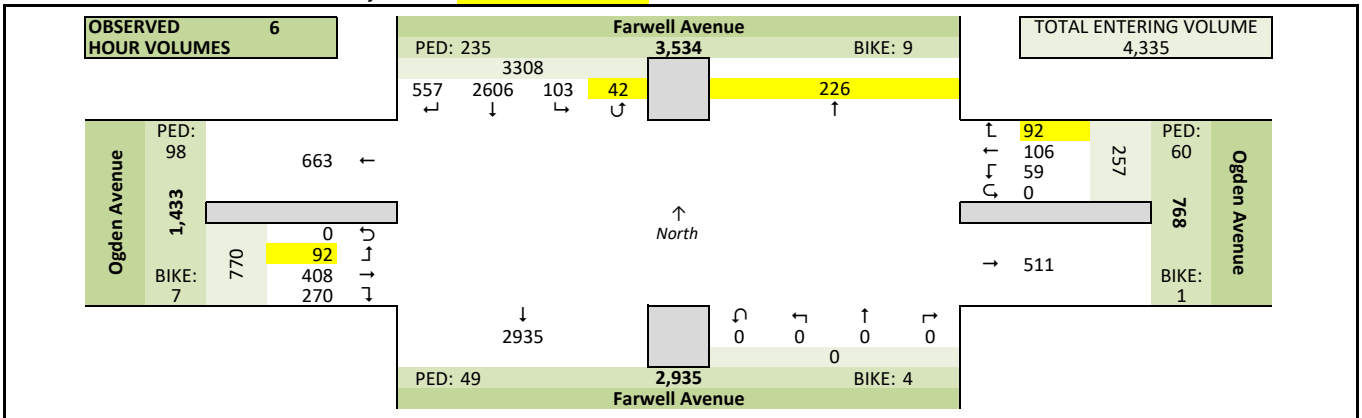
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Farwell Avenue		
East Leg	Ogden Avenue		
South Leg	Farwell Avenue		
West Leg	Ogden Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

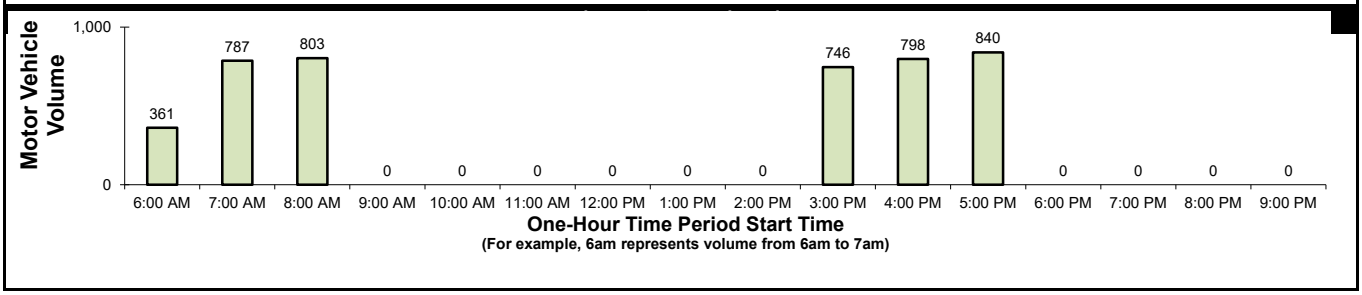
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Monday, February 6, 2023			Weather	
AM Peak Period	Tuesday, February 7, 2023			Clear & Dry	
Midday Peak Period	Tuesday, February 7, 2023			Clear & Dry	
PM Peak Period	Monday, February 6, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.127	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Amy Scheuerlein				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Amy Scheuerlein				
Comments	2021 DOT Daily & Seasonal Factors				

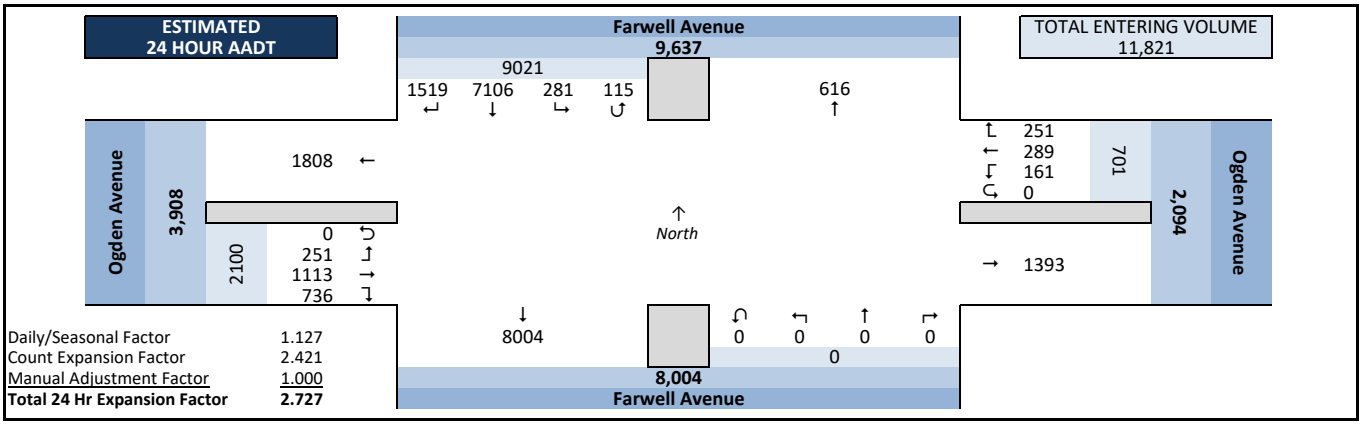
Observed 6 Hour Volume Summary

Movements to Franklin Place





Estimated 24 Hour AADT



Daily/Seasonal Factor	1.127
Count Expansion Factor	2.421
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.727**

Intersection Traffic Volume Report

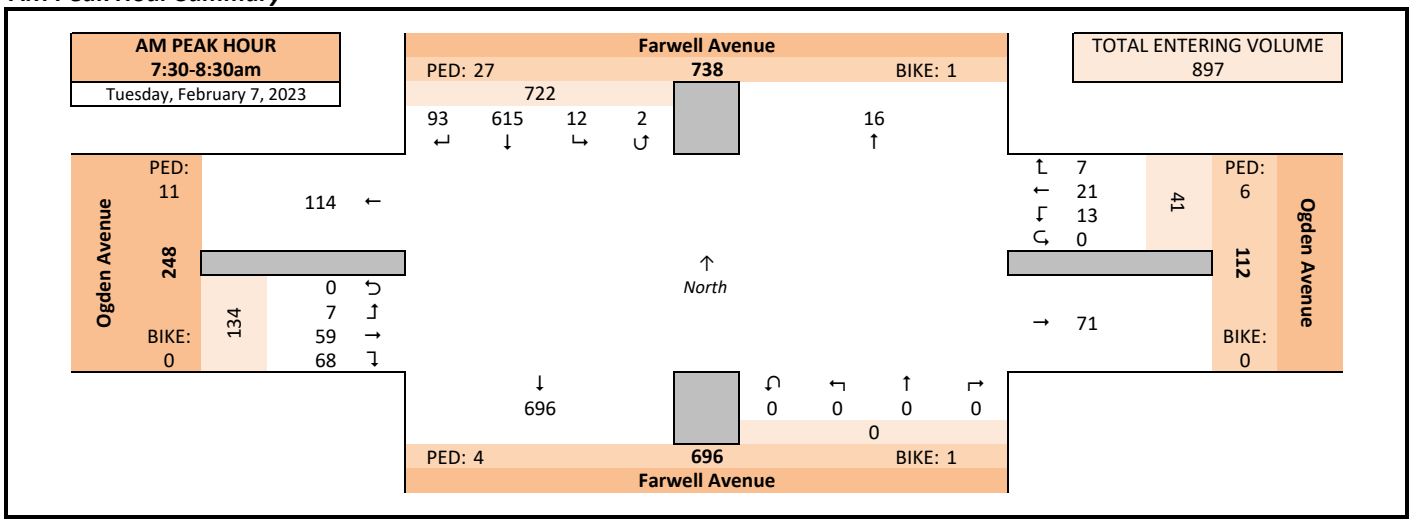
Count Basics			Page 2 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

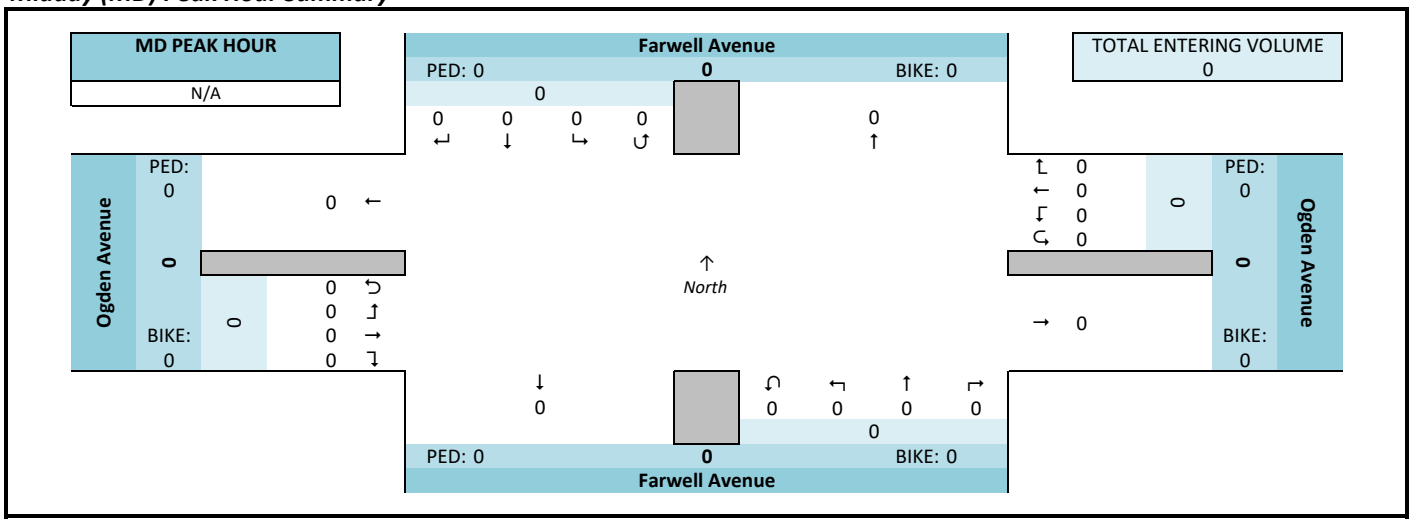
Farwell Avenue & Ogden Avenue

All Motor Vehicles

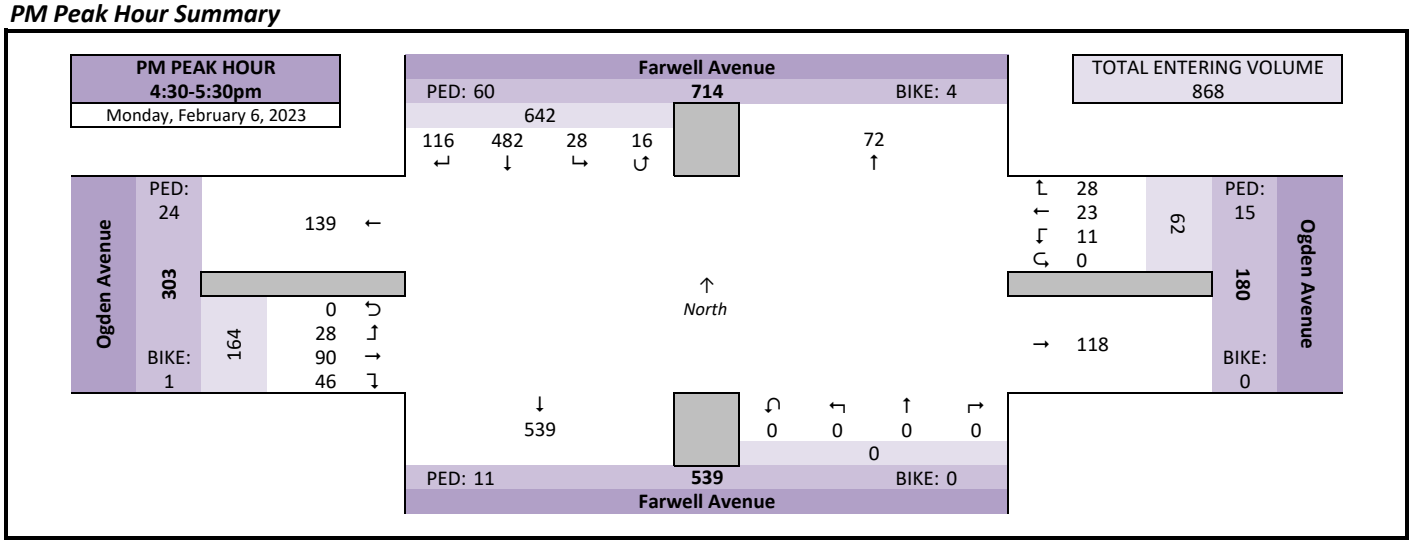
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Farwell Avenue & Ogden Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	35	161	3	0	199	1	6	3	0	10	0	0	0	0	0	16	12	1	0	29	238
	7:45 AM	15	164	3	1	183	4	5	2	0	11	0	0	0	0	0	20	14	1	0	35	229
	8:00 AM	21	144	3	1	169	1	6	2	0	9	0	0	0	0	0	11	16	3	0	30	208
	8:15 AM	22	146	3	0	171	1	4	6	0	11	0	0	0	0	0	21	17	2	0	40	222
	Peak Hour Volume	93	615	12	2	722	7	21	13	0	41	0	0	0	0	0	68	59	7	0	134	897
	Rounded Hourly Volume	95	615	10	0	720	5	20	15	0	40	0	0	0	0	0	70	60	5	0	135	895
	% Single Unit Trucks	7.5	1.8	8.3	0.0	2.6	28.6	19.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	2.9	13.6	0.0	0.0	7.5	3.9
	% Heavy Trucks	0.0	0.0	8.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.7	0.2
	% Trucks (Total)	7.5	1.8	16.7	0.0	2.8	28.6	19.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	2.9	15.3	0.0	0.0	8.2	4.1
	Peak Hour Factor (PHF)	0.66	0.94	1.00	0.50	0.91	0.44	0.87	0.54	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.81	0.87	0.58	0.00	0.84	0.94

N/A		From North					From East					From South					From West					
	MD Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, February 6, 2023		From North					From East					From South					From West					
	PM Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	20	120	10	1	151	6	4	3	0	13	0	0	0	0	0	9	21	6	0	36	200
	4:45 PM	27	133	7	4	171	5	6	1	0	12	0	0	0	0	0	12	22	8	0	42	225
	5:00 PM	31	110	6	6	153	6	7	5	0	18	0	0	0	0	0	11	27	8	0	46	217
	5:15 PM	38	119	5	5	167	11	6	2	0	19	0	0	0	0	0	14	20	6	0	40	226
	Peak Hour Volume	116	482	28	16	642	28	23	11	0	62	0	0	0	0	0	46	90	28	0	164	868
	Rounded Hourly Volume	115	480	30	15	640	30	25	10	0	65	0	0	0	0	0	45	90	30	0	165	870
	% Single Unit Trucks	5.2	1.9	7.1	0.0	2.6	0.0	17.4	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4.3	8.9	0.0	0.0	6.1	3.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	5.2	1.9	7.1	0.0	2.6	0.0	17.4	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4.3	8.9	0.0	0.0	6.1	3.6
	Peak Hour Factor (PHF)	0.76	0.91	0.70	0.67	0.94	0.64	0.82	0.55	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.82	0.83	0.87	0.00	0.89	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Farwell Avenue			Ogden Avenue			Farwell Avenue			Ogden Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	3	1	4	2	0	2	0	0	0	1	0	1	7
	7:45 AM	11	0	11	2	0	2	2	0	2	3	0	3	18
	8:00 AM	5	0	5	2	0	2	2	0	2	4	0	4	13
	8:15 AM	8	0	8	0	0	0	0	1	1	3	0	3	12
	Total	27	1	28	6	0	6	4	1	5	11	0	11	50
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	12	3	15	7	0	7	2	0	2	6	1	7	31
	4:45 PM	14	1	15	3	0	3	5	0	5	6	0	6	29
	5:00 PM	18	0	18	4	0	4	3	0	3	4	0	4	29
	5:15 PM	16	0	16	1	0	1	1	0	1	8	0	8	26
	Total	60	4	64	15	0	15	11	0	11	24	1	25	115

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

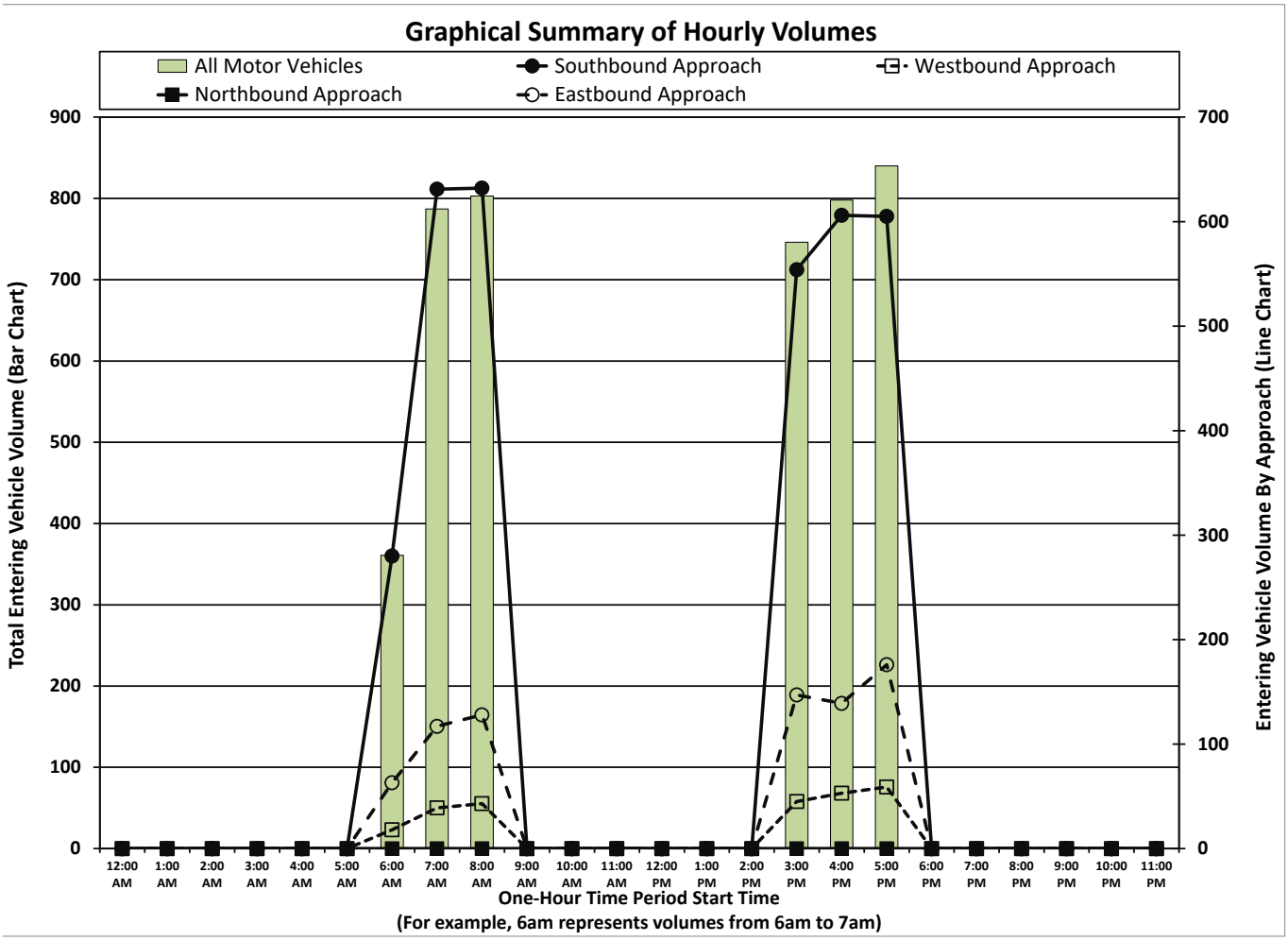
Hourly Volume Summary - Motor Vehicle Data

Farwell Avenue & Ogden Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	41	233	6	0	280	6	6	6	0	18	0	0	0	0	0	29	32	2	0	63	361	81	280
	7:00 AM	89	529	12	1	631	9	18	12	0	39	0	0	0	0	0	61	47	9	0	117	787	156	631
	8:00 AM	84	533	12	3	632	4	21	18	0	43	0	0	0	0	0	58	58	12	0	128	803	171	632
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	115	401	28	10	554	22	16	7	0	45	0	0	0	0	0	42	89	16	0	147	746	192	554
	4:00 PM	101	472	22	11	606	25	21	7	0	53	0	0	0	0	0	33	77	29	0	139	798	192	606
	5:00 PM	127	438	23	17	605	26	24	9	0	59	0	0	0	0	0	47	105	24	0	176	840	235	605
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		557	2606	103	42	3308	92	106	59	0	257	0	0	0	0	0	270	408	92	0	770	4335	1027	3308



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Farwell Avenue & Ogden Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	5	39	2	0	46	3	2	1	0	6	0	0	0	0	0	3	7	0	0	10	62	361	0.78
	6:15 AM	9	45	0	0	54	1	3	2	0	6	0	0	0	0	0	6	6	1	0	13	73	446	0.76
	6:30 AM	16	70	2	0	88	0	1	2	0	3	0	0	0	0	0	13	7	0	0	20	111	546	0.79
	6:45 AM	11	79	2	0	92	2	0	1	0	3	0	0	0	0	0	7	12	1	0	20	115	673	0.71
	7:00 AM	20	83	2	0	105	3	3	3	0	9	0	0	0	0	0	13	15	5	0	33	147	787	0.83
	7:15 AM	19	121	4	0	144	1	4	4	0	9	0	0	0	0	0	12	6	2	0	20	173	848	0.89
	7:30 AM	35	161	3	0	199	1	6	3	0	10	0	0	0	0	0	16	12	1	0	29	238	897	0.94
	7:45 AM	15	164	3	1	183	4	5	2	0	11	0	0	0	0	0	20	14	1	0	35	229	846	0.92
	8:00 AM	21	144	3	1	169	1	6	2	0	9	0	0	0	0	0	11	16	3	0	30	208	803	0.90
	8:15 AM	22	146	3	0	171	1	4	6	0	11	0	0	0	0	0	21	17	2	0	40	222		
	8:30 AM	17	132	2	1	152	1	2	5	0	8	0	0	0	0	0	11	12	4	0	27	187		
	8:45 AM	24	111	4	1	140	1	9	5	0	15	0	0	0	0	0	15	13	3	0	31	186		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	23	96	4	1	124	4	4	1	0	9	0	0	0	0	0	7	29	6	0	42	175	746	0.95
	3:15 PM	31	101	7	5	144	4	6	2	0	12	0	0	0	0	0	12	20	0	0	32	188	759	0.96
	3:30 PM	27	104	8	2	141	5	2	3	0	10	0	0	0	0	0	12	19	4	0	35	186	756	0.96
	3:45 PM	34	100	9	2	145	9	4	1	0	14	0	0	0	0	0	11	21	6	0	38	197	770	0.96
	4:00 PM	27	105	1	1	134	7	5	3	0	15	0	0	0	0	0	8	22	9	0	39	188	798	0.89
	4:15 PM	27	114	4	5	150	7	6	0	0	13	0	0	0	0	0	4	12	6	0	22	185	827	0.92
	4:30 PM	20	120	10	1	151	6	4	3	0	13	0	0	0	0	0	9	21	6	0	36	200	868	0.96
	4:45 PM	27	133	7	4	171	5	6	1	0	12	0	0	0	0	0	12	22	8	0	42	225	873	0.97
	5:00 PM	31	110	6	6	153	6	7	5	0	18	0	0	0	0	0	11	27	8	0	46	217	840	0.93
	5:15 PM	38	119	5	5	167	11	6	2	0	19	0	0	0	0	0	14	20	6	0	40	226		
	5:30 PM	36	103	6	3	148	6	7	0	0	13	0	0	0	0	0	13	24	7	0	44	205		
	5:45 PM	22	106	6	3	137	3	4	2	0	9	0	0	0	0	0	9	34	3	0	46	192		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		557	2606	103	42	3308	92	106	59	0	257	0	0	0	0	0	270	408	92	0	770	4335		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	93	615	12	2	722	7	21	13	0	41	0	0	0	0	0	68	59	7	0	134	897	0.94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	116	482	28	16	642	28	23	11	0	62	0	0	0	0	0	46	90	28	0	164	868	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Automobile Data

Farwell Avenue & Ogden Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	5	38	2	0	45	3	1	1	0	5	0	0	0	0	0	3	6	0	0	9	59	340
	6:15 AM	7	44	0	0	51	1	2	2	0	5	0	0	0	0	0	6	3	1	0	10	66	422
	6:30 AM	14	69	2	0	85	0	0	2	0	2	0	0	0	0	0	13	5	0	0	18	105	523
	6:45 AM	10	78	2	0	90	2	0	1	0	3	0	0	0	0	0	7	9	1	0	17	110	648
	7:00 AM	19	82	2	0	103	2	2	3	0	7	0	0	0	0	0	13	13	5	0	31	141	757
	7:15 AM	17	120	4	0	141	1	3	4	0	8	0	0	0	0	0	12	4	2	0	18	167	815
	7:30 AM	33	160	2	0	195	1	5	3	0	9	0	0	0	0	0	15	10	1	0	26	230	860
	7:45 AM	13	161	3	1	178	3	4	2	0	9	0	0	0	0	0	20	11	1	0	32	219	808
	8:00 AM	20	140	2	1	163	1	5	2	0	8	0	0	0	0	0	11	14	3	0	28	199	763
	8:15 AM	20	143	3	0	166	0	3	6	0	9	0	0	0	0	0	20	15	2	0	37	212	
	8:30 AM	15	130	2	1	148	1	1	5	0	7	0	0	0	0	0	11	8	4	0	23	178	
	8:45 AM	21	107	3	1	132	1	8	5	0	14	0	0	0	0	0	15	10	3	0	28	174	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	22	93	4	1	120	4	3	1	0	8	0	0	0	0	0	6	25	6	0	37	165	711
	3:15 PM	29	99	7	5	140	4	5	2	0	11	0	0	0	0	0	12	18	0	0	30	181	724
	3:30 PM	26	101	8	2	137	5	1	3	0	9	0	0	0	0	0	12	16	4	0	32	178	718
	3:45 PM	32	95	9	2	138	9	3	1	0	13	0	0	0	0	0	11	19	6	0	36	187	733
	4:00 PM	24	101	1	1	127	7	4	3	0	14	0	0	0	0	0	8	20	9	0	37	178	760
	4:15 PM	25	110	4	5	144	7	5	0	0	12	0	0	0	0	0	4	9	6	0	19	175	794
	4:30 PM	18	119	9	1	147	6	3	3	0	12	0	0	0	0	0	9	19	6	0	34	193	837
	4:45 PM	25	128	7	4	164	5	5	1	0	11	0	0	0	0	0	11	20	8	0	39	214	843
	5:00 PM	30	109	6	6	151	6	6	5	0	17	0	0	0	0	0	11	25	8	0	44	212	816
	5:15 PM	37	117	4	5	163	11	5	2	0	18	0	0	0	0	0	13	18	6	0	37	218	
	5:30 PM	35	102	6	3	146	6	6	0	0	12	0	0	0	0	0	13	21	7	0	41	199	
	5:45 PM	21	105	6	3	135	3	3	2	0	8	0	0	0	0	0	9	32	3	0	44	187	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		518	2551	98	42	3209	89	83	59	0	231	0	0	0	0	0	265	350	92	0	707	4147	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	86	604	10	2	702	5	17	13	0	35	0	0	0	0	0	66	50	7	0	123	860
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	110	473	26	16	625	28	19	11	0	58	0	0	0	0	0	44	82	28	0	154	837

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Farwell Avenue & Ogden Avenue

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	21
	6:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7	24
	6:30 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	23
	6:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	24
	7:00 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	6	29
	7:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	32
	7:30 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	7	35
	7:45 AM	2	3	0	0	5	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	10	36
	8:00 AM	1	4	1	0	6	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	9	38
	8:15 AM	2	3	0	0	5	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	9	
	8:30 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	8	
	8:45 AM	3	4	1	0	8	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	10	35
	3:15 PM	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	35
	3:30 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8	38
	3:45 PM	2	5	0	0	7	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	10	37
	4:00 PM	3	4	0	0	7	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	10	38
	4:15 PM	2	4	0	0	6	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	10	33
	4:30 PM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	31
	4:45 PM	2	5	0	0	7	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	11	30
	5:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	24
	5:15 PM	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	8	
	5:30 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6	
	5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		38	55	4	0	97	3	23	0	0	26	0	0	0	0	0	5	57	0	0	62	185	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	7	11	1	0	19	2	4	0	0	6	0	0	0	0	0	2	8	0	0	10	35
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	6	9	2	0	17	0	4	0	0	4	0	0	0	0	0	2	8	0	0	10	31

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Farwell Avenue & Ogden Avenue

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Farwell Avenue & Ogden Avenue

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	21
	6:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	7	24
	6:30 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	23
	6:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	25
	7:00 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	6	30
	7:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	33
	7:30 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	8	37
	7:45 AM	2	3	0	0	5	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	10	38
	8:00 AM	1	4	1	0	6	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	9	40
	8:15 AM	2	3	0	0	5	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	10	
	8:30 AM	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	9	
	8:45 AM	3	4	1	0	8	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	10	35
	3:15 PM	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	35
	3:30 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8	38
	3:45 PM	2	5	0	0	7	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	10	37
	4:00 PM	3	4	0	0	7	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	10	38
	4:15 PM	2	4	0	0	6	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	10	33
	4:30 PM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	31
	4:45 PM	2	5	0	0	7	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	11	30
	5:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	24
	5:15 PM	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	8	
	5:30 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6	
	5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		39	55	5	0	99	3	23	0	0	26	0	0	0	0	0	5	58	0	0	63	188	

Peak Hour Heavy Vehicle Volume Summary

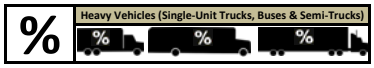
	Hourly	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	7:30 AM	7	11	2	0	20	2	4	0	0	6	0	0	0	0	0	2	9	0	0	11	37
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	6	9	2	0	17	0	4	0	0	4	0	0	0	0	0	2	8	0	0	10	31

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Farwell Avenue & Ogden Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	2.6	0.0	0.0	2.2	0.0	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	10.0	4.8	5.8
	6:15 AM	22.2	2.2	0.0	0.0	5.6	0.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	23.1	9.6	5.4
	6:30 AM	12.5	1.4	0.0	0.0	3.4	0.0	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	10.0	5.4	4.2
	6:45 AM	9.1	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	15.0	4.3	3.7
	7:00 AM	5.0	1.2	0.0	0.0	1.9	33.3	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	6.1	4.1	3.8
	7:15 AM	10.5	0.8	0.0	0.0	2.1	0.0	25.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	10.0	3.5	3.9
	7:30 AM	5.7	0.6	33.3	0.0	2.0	0.0	16.7	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6.3	16.7	0.0	0.0	10.3	3.4	4.1
	7:45 AM	13.3	1.8	0.0	0.0	2.7	25.0	20.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	8.6	4.4	4.5
	8:00 AM	4.8	2.8	33.3	0.0	3.6	0.0	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	6.7	4.3	5.0
	8:15 AM	9.1	2.1	0.0	0.0	2.9	100.0	25.0	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	4.8	11.8	0.0	0.0	7.5	4.5	
	8:30 AM	11.8	1.5	0.0	0.0	2.6	0.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	14.8	4.8	
	8:45 AM	12.5	3.6	25.0	0.0	5.7	0.0	11.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	9.7	6.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	4.3	3.1	0.0	0.0	3.2	0.0	25.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14.3	13.8	0.0	0.0	11.9	5.7	4.7
	3:15 PM	6.5	2.0	0.0	0.0	2.8	0.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	6.3	3.7	4.6
	3:30 PM	3.7	2.9	0.0	0.0	2.8	0.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	8.6	4.3	5.0
	3:45 PM	5.9	5.0	0.0	0.0	4.8	0.0	25.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	5.3	5.1	4.8
	4:00 PM	11.1	3.8	0.0	0.0	5.2	0.0	20.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	5.1	5.3	4.8
	4:15 PM	7.4	3.5	0.0	0.0	4.0	0.0	16.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	13.6	5.4	4.0
	4:30 PM	10.0	0.8	10.0	0.0	2.6	0.0	25.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	5.6	3.5	3.6
	4:45 PM	7.4	3.8	0.0	0.0	4.1	0.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	9.1	0.0	0.0	7.1	4.9	3.4
	5:00 PM	3.2	0.9	0.0	0.0	1.3	0.0	14.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	4.3	2.3	2.9
	5:15 PM	2.6	1.7	20.0	0.0	2.4	0.0	16.7	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	7.1	10.0	0.0	0.0	7.5	3.5	
	5:30 PM	2.8	1.0	0.0	0.0	1.4	0.0	14.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	6.8	2.9	
	5:45 PM	4.5	0.9	0.0	0.0	1.5	0.0	25.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	4.3	2.6	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		7.0	2.1	4.9	0.0	3.0	3.3	21.7	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	1.9	14.2	0.0	0.0	8.2	4.3	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:30 AM	7.5	1.8	16.7	0.0	2.8	28.6	19.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	2.9	15.3	0.0	0.0	8.2	4.1
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	5.2	1.9	7.1	0.0	2.6	0.0	17.4	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4.3	8.9	0.0	0.0	6.1	3.6

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Farwell Avenue & Ogden Avenue

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach Farwell Avenue			Crossing East Approach Ogden Avenue			Crossing South Approach Farwell Avenue			Crossing West Approach Ogden Avenue			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	1	0	1	2	0	2	0	0	0	3	51
	6:15 AM	8	0	8	1	0	1	1	0	1	9	0	9	19	59
	6:30 AM	7	1	8	1	0	1	3	0	3	5	1	6	18	48
	6:45 AM	5	1	6	0	0	0	3	0	3	1	1	2	11	37
	7:00 AM	8	0	8	1	0	1	0	0	0	1	1	2	11	44
	7:15 AM	4	1	5	1	0	1	0	0	0	1	1	2	8	46
	7:30 AM	3	1	4	2	0	2	0	0	0	1	0	1	7	50
	7:45 AM	11	0	11	2	0	2	2	0	2	3	0	3	18	66
	8:00 AM	5	0	5	2	0	2	2	0	2	4	0	4	13	69
	8:15 AM	8	0	8	0	0	0	0	1	1	3	0	3	12	
	8:30 AM	12	1	13	1	1	2	2	1	3	5	0	5	23	
	8:45 AM	8	0	8	4	0	4	5	0	5	3	1	4	21	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	7	0	7	5	0	5	2	0	2	4	0	4	18	78
	3:15 PM	15	0	15	4	0	4	2	0	2	2	1	3	24	87
	3:30 PM	8	0	8	6	0	6	0	0	0	1	0	1	15	100
	3:45 PM	11	0	11	1	0	1	3	0	3	6	0	6	21	116
	4:00 PM	12	0	12	2	0	2	4	1	5	8	0	8	27	124
	4:15 PM	19	0	19	5	0	5	4	1	5	8	0	8	37	126
	4:30 PM	12	3	15	7	0	7	2	0	2	6	1	7	31	115
	4:45 PM	14	1	15	3	0	3	5	0	5	6	0	6	29	105
	5:00 PM	18	0	18	4	0	4	3	0	3	4	0	4	29	97
	5:15 PM	16	0	16	1	0	1	1	0	1	8	0	8	26	
	5:30 PM	13	0	13	2	0	2	2	0	2	4	0	4	21	
	5:45 PM	11	0	11	4	0	4	1	0	1	5	0	5	21	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**235**	**9**	**244**	**60**	**1**	**61**	**49**	**4**	**53**	**98**	**7**	**105**	**463**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Farwell Avenue & Ogden Avenue

15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Farwell Avenue			Ogden Avenue			Farwell Avenue			Ogden Avenue				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	3
	5:30 AM	0		0	0		0	0		0	0		0	0	22
	5:45 AM	0		0	0		0	0		0	0		0	0	38
AM Peak Period	6:00 AM	0		0	1		1	2		2	0		0	3	47
	6:15 AM	8		8	1		1	1		1	9		9	19	54
	6:30 AM	7		7	1		1	3		3	5		5	16	41
	6:45 AM	5		5	0		0	3		3	1		1	9	31
	7:00 AM	8		8	1		1	0		0	1		1	10	40
	7:15 AM	4		4	1		1	0		0	1		1	6	43
	7:30 AM	3		3	2		2	0		0	1		1	6	48
	7:45 AM	11		11	2		2	2		2	3		3	18	62
	8:00 AM	5		5	2		2	2		2	4		4	13	64
	8:15 AM	8		8	0		0	0		0	3		3	11	51
	8:30 AM	12		12	1		1	2		2	5		5	20	40
	8:45 AM	8		8	4		4	5		5	3		3	20	20
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	18
	2:30 PM	0		0	0		0	0		0	0		0	0	41
	2:45 PM	0		0	0		0	0		0	0		0	0	56
	3:00 PM	7		7	5		5	2		2	4		4	18	77
	3:15 PM	15		15	4		4	2		2	2		2	23	85
	3:30 PM	8		8	6		6	0		0	1		1	15	98
	3:45 PM	11		11	1		1	3		3	6		6	21	110
	4:00 PM	12		12	2		2	4		4	8		8	26	117
	4:15 PM	19		19	5		5	4		4	8		8	36	120
	4:30 PM	12		12	7		7	2		2	6		6	27	110
	4:45 PM	14		14	3		3	5		5	6		6	28	104
	5:00 PM	18		18	4		4	3		3	4		4	29	97
	5:15 PM	16		16	1		1	1		1	8		8	26	68
	5:30 PM	13		13	2		2	2		2	4		4	21	42
	5:45 PM	11		11	4		4	1		1	5		5	21	21
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**235**	**0**	**235**	**60**	**0**	**60**	**49**	**0**	**49**	**98**	**0**	**98**	**442**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Farwell Avenue & Ogden Avenue

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: **Farwell Avenue**
Minor St: **Ogden Avenue**
Intersection of: ***Farwell Avenue & Ogden Avenue***

Site Information

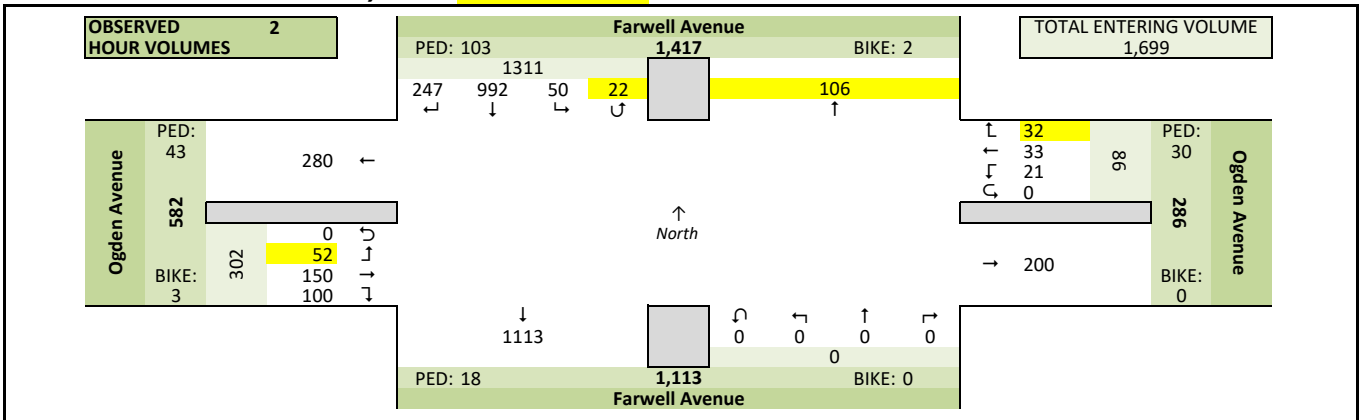
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Farwell Avenue		
East Leg	Ogden Avenue		
South Leg	Farwell Avenue		
West Leg	Ogden Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

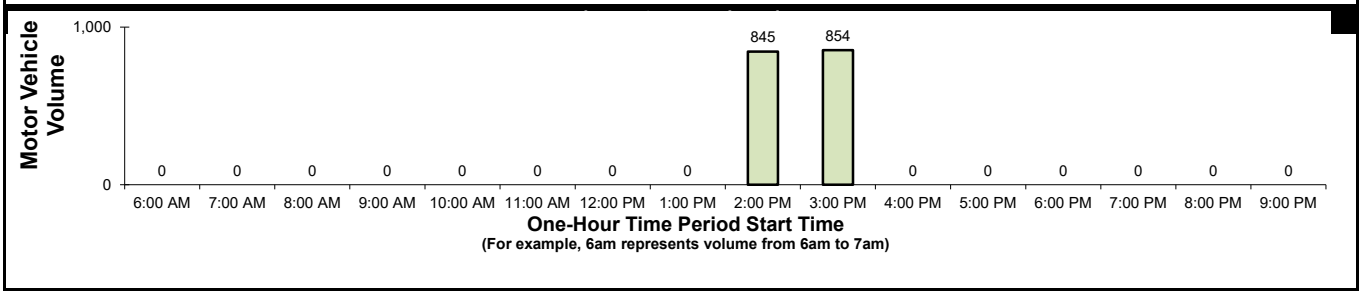
Count Information

Hrs Counted:	02:00 PM-04:00 PM				
1st Day of Count	Saturday, February 4, 2023			Weather	
AM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Midday Peak Period	Saturday, February 4, 2023			Clear & Dry	
PM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.378	Count Expansion Factor	7.140		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	Amy Scheuerlein				
Observers: PM Peak Period	None				
Comments	2021 DOT Daily & Seasonal Factors				

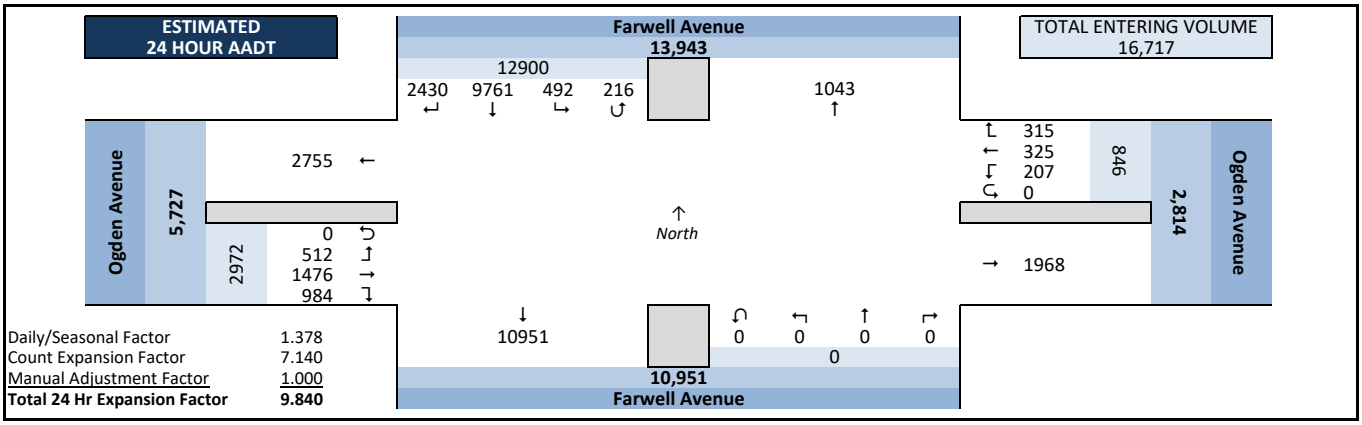
Observed 2 Hour Volume Summary

Movements to Franklin Place





Estimated 24 Hour AADT



Intersection Traffic Volume Report

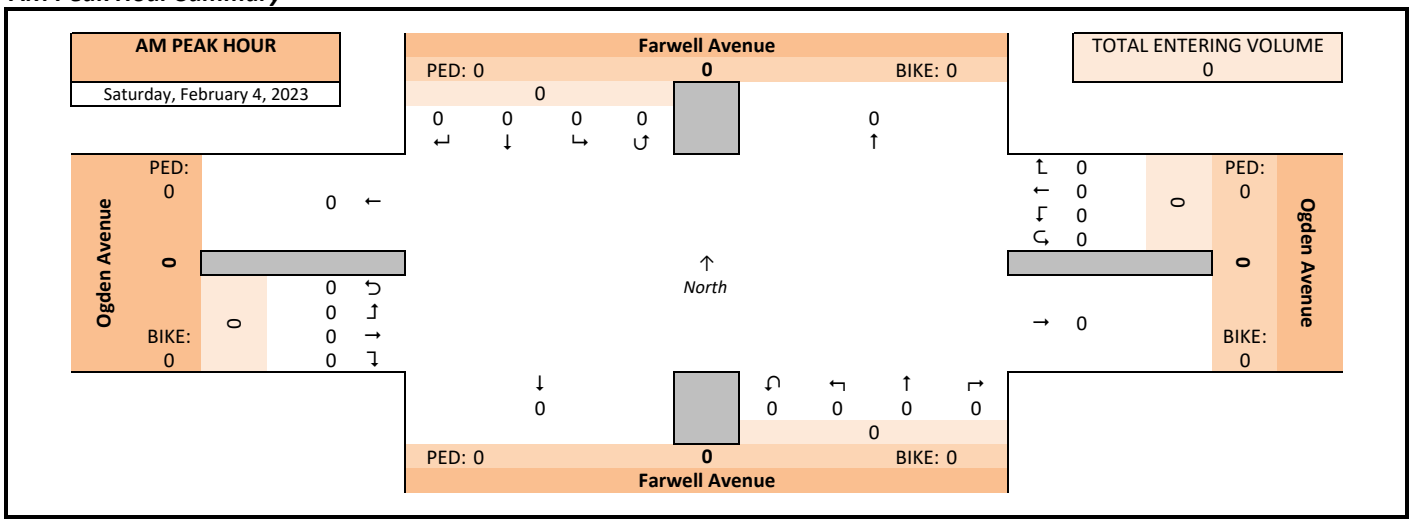
Count Basics			*Page 2 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

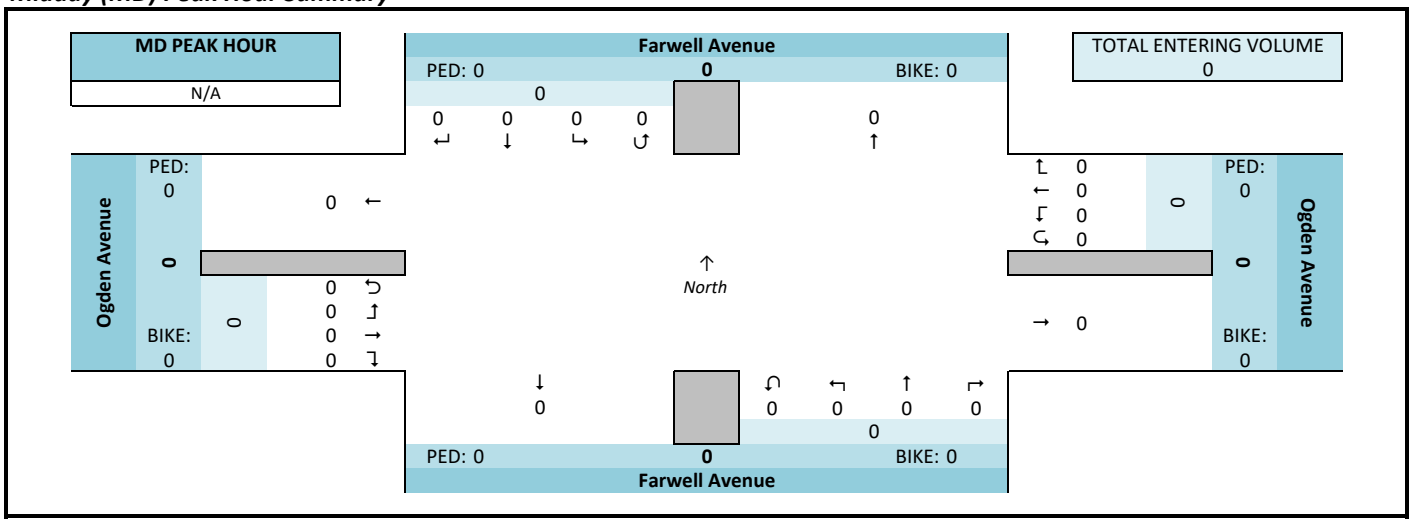
Farwell Avenue & Ogden Avenue

All Motor Vehicles

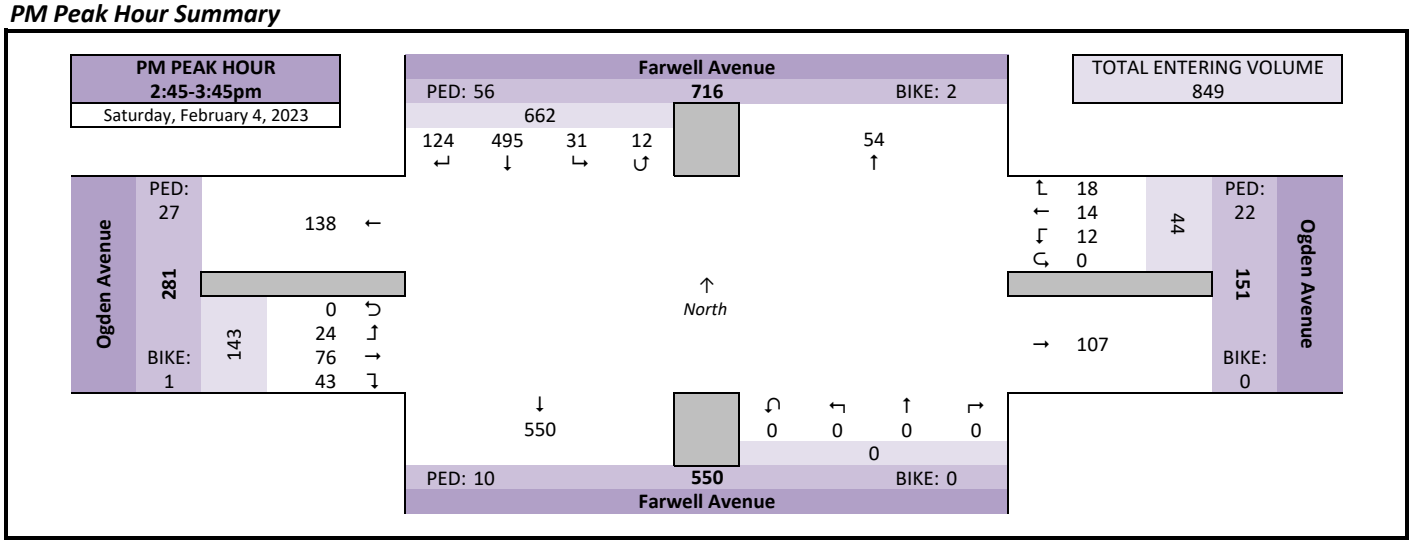
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Farwell Avenue & Ogden Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, February 4, 2023		From North					From East					From South					From West					
	AM Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 4, 2023		From North					From East					From South					From West					
	PM Peak Hour	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:45 PM	30	108	9	4	151	6	2	2	0	10	0	0	0	0	0	10	16	5	0	31	192
	3:00 PM	33	139	7	3	182	3	3	1	0	7	0	0	0	0	0	10	17	7	0	34	223
	3:15 PM	28	118	8	3	157	4	5	5	0	14	0	0	0	0	0	12	21	5	0	38	209
	3:30 PM	33	130	7	2	172	5	4	4	0	13	0	0	0	0	0	11	22	7	0	40	225
	Peak Hour Volume	124	495	31	12	662	18	14	12	0	44	0	0	0	0	0	43	76	24	0	143	849
	Rounded Hourly Volume	125	495	30	10	660	20	15	10	0	45	0	0	0	0	0	45	75	25	0	145	850
	% Single Unit Trucks	4.0	1.2	3.2	0.0	1.8	0.0	28.6	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	2.8
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	4.0	1.4	3.2	0.0	2.0	0.0	28.6	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	2.9
	Peak Hour Factor (PHF)	0.94	0.89	0.86	0.75	0.91	0.75	0.70	0.60	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.90	0.86	0.86	0.00	0.89	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Farwell Avenue			Ogden Avenue			Farwell Avenue			Ogden Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	11	1	12	8	0	8	5	0	5	6	0	6	31
	3:00 PM	11	0	11	3	0	3	3	0	3	2	0	2	19
	3:15 PM	15	1	16	6	0	6	2	0	2	13	0	13	37
	3:30 PM	19	0	19	5	0	5	0	0	0	6	1	7	31
	Total	56	2	58	22	0	22	10	0	10	27	1	28	118

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

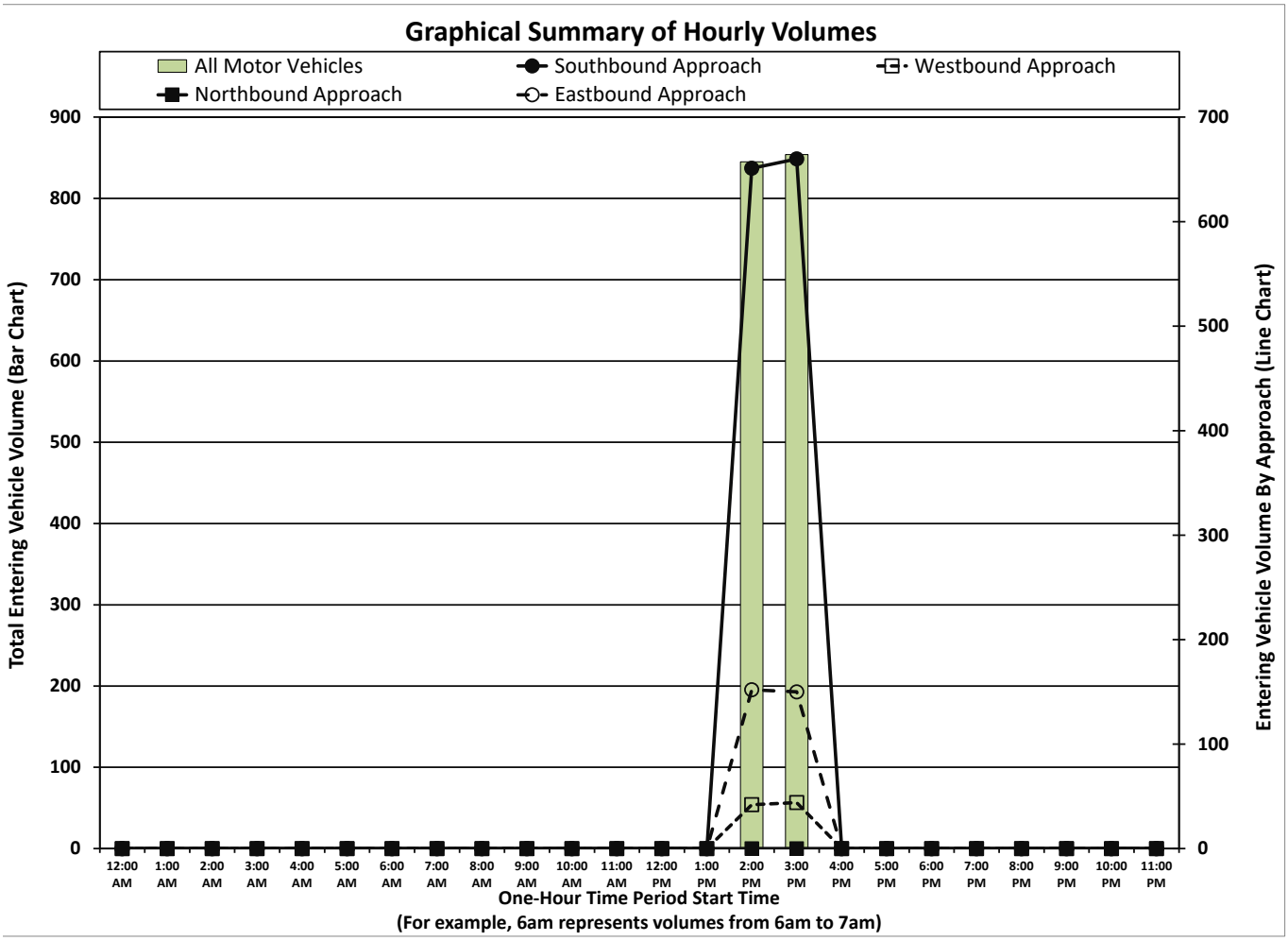
Hourly Volume Summary - Motor Vehicle Data

Farwell Avenue & Ogden Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	130	486	23	12	651	18	15	9	0	42	0	0	0	0	0	49	73	30	0	152	845	194	651
	3:00 PM	117	506	27	10	660	14	18	12	0	44	0	0	0	0	0	51	77	22	0	150	854	194	660
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		247	992	50	22	1311	32	33	21	0	86	0	0	0	0	0	100	150	52	0	302	1699	388	1311



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Farwell Avenue & Ogden Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	34	121	5	2	162	1	6	1	0	8	0	0	0	0	0	13	22	12	0	47	217	845	0.94
	2:15 PM	35	130	4	5	174	7	4	4	0	15	0	0	0	0	0	13	17	5	0	35	224	851	0.95
	2:30 PM	31	127	5	1	164	4	3	2	0	9	0	0	0	0	0	13	18	8	0	39	212	836	0.94
	2:45 PM	30	108	9	4	151	6	2	2	0	10	0	0	0	0	0	10	16	5	0	31	192	849	0.94
	3:00 PM	33	139	7	3	182	3	3	1	0	7	0	0	0	0	0	10	17	7	0	34	223	854	0.95
	3:15 PM	28	118	8	3	157	4	5	5	0	14	0	0	0	0	0	12	21	5	0	38	209		
	3:30 PM	33	130	7	2	172	5	4	4	0	13	0	0	0	0	0	11	22	7	0	40	225		
	3:45 PM	23	119	5	2	149	2	6	2	0	10	0	0	0	0	0	18	17	3	0	38	197		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		247	992	50	22	1311	32	33	21	0	86	0	0	0	0	0	100	150	52	0	302	1699		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:45 PM	124	495	31	12	662	18	14	12	0	44	0	0	0	0	0	43	76	24	0	143	849	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Farwell Avenue & Ogden Avenue

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	32	119	5	2	158	1	6	1	0	8	0	0	0	0	0	12	21	12	0	45	211	818
	2:15 PM	34	129	3	5	171	7	3	4	0	14	0	0	0	0	0	13	15	5	0	33	218	824
	2:30 PM	30	123	5	1	159	3	2	2	0	7	0	0	0	0	0	12	16	8	0	36	202	807
	2:45 PM	29	106	9	4	148	6	1	2	0	9	0	0	0	0	0	10	15	5	0	30	187	824
	3:00 PM	31	138	7	3	179	3	2	1	0	6	0	0	0	0	0	10	15	7	0	32	217	829
	3:15 PM	28	115	7	3	153	4	4	5	0	13	0	0	0	0	0	12	18	5	0	35	201	
	3:30 PM	31	129	7	2	169	5	3	4	0	12	0	0	0	0	0	11	20	7	0	38	219	
	3:45 PM	22	117	5	2	146	2	6	2	0	10	0	0	0	0	0	17	16	3	0	36	192	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		237	976	48	22	1283	31	27	21	0	79	0	0	0	0	0	97	136	52	0	285	1647	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	119	488	30	12	649	18	10	12	0	40	0	0	0	0	0	43	68	24	0	135	824

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Farwell Avenue & Ogden Avenue

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6	27
	2:15 PM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	27
	2:30 PM	1	4	0	0	5	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	10	29
	2:45 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5	24
	3:00 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	24
	3:15 PM	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8	
	3:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	
	3:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		10	15	2	0	27	1	6	0	0	7	0	0	0	0	0	3	14	0	0	17	51	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	5	6	1	0	12	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	24

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Farwell Avenue & Ogden Avenue

Semi-Trucks


15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Farwell Avenue & Ogden Avenue

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6	27
	2:15 PM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	27
	2:30 PM	1	4	0	0	5	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	10	29
	2:45 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5	25
	3:00 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	25
	3:15 PM	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	8	
	3:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	
	3:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		10	16	2	0	28	1	6	0	0	7	0	0	0	0	0	3	14	0	0	17	52	

Peak Hour Heavy Vehicle Volume Summary

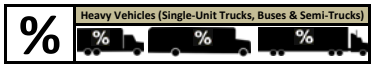
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Farwell Avenue					Ogden Avenue					Farwell Avenue					Ogden Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	5	7	1	0	13	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	25

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Farwell Avenue & Ogden Avenue



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	5.9	1.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4.5	0.0	0.0	4.3	2.8	3.2
	2:15 PM	2.9	0.8	25.0	0.0	1.7	0.0	25.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	5.7	2.7	3.2
	2:30 PM	3.2	3.1	0.0	0.0	3.0	25.0	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	7.7	11.1	0.0	0.0	7.7	4.7	3.5
	2:45 PM	3.3	1.9	0.0	0.0	2.0	0.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	3.2	2.6	2.9
	3:00 PM	6.1	0.7	0.0	0.0	1.6	0.0	33.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	5.9	2.7	2.9
	3:15 PM	0.0	2.5	12.5	0.0	2.5	0.0	20.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	7.9	3.8	
	3:30 PM	6.1	0.8	0.0	0.0	1.7	0.0	25.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	5.0	2.7	
	3:45 PM	4.3	1.7	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.9	0.0	0.0	5.3	2.5	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		4.0	1.6	4.0	0.0	2.1	3.1	18.2	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	3.0	9.3	0.0	0.0	5.6	3.1	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:45 PM	4.0	1.4	3.2	0.0	2.0	0.0	28.6	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	2.9

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Farwell Avenue & Ogden Avenue

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach Farwell Avenue			Crossing East Approach Ogden Avenue			Crossing South Approach Farwell Avenue			Crossing West Approach Ogden Avenue			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	13	0	13	4	0	4	2	0	2	3	0	3	22	90
	2:15 PM	15	0	15	1	0	1	1	0	1	5	0	5	22	87
	2:30 PM	11	0	11	1	0	1	0	0	0	1	2	3	15	102
	2:45 PM	11	1	12	8	0	8	5	0	5	6	0	6	31	118
	3:00 PM	11	0	11	3	0	3	3	0	3	2	0	2	19	109
	3:15 PM	15	1	16	6	0	6	2	0	2	13	0	13	37	
	3:30 PM	19	0	19	5	0	5	0	0	0	6	1	7	31	
	3:45 PM	8	0	8	2	0	2	5	0	5	7	0	7	22	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**103**	**2**	**105**	**30**	**0**	**30**	**18**	**0**	**18**	**43**	**3**	**46**	**199**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Farwell Avenue & Ogden Avenue

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach (Farwell Avenue)			Crossing East Approach (Ogden Avenue)			Crossing South Approach (Farwell Avenue)			Crossing West Approach (Ogden Avenue)			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	0
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	22
	1:30 PM	0		0	0		0	0		0	0		0	0	44
	1:45 PM	0		0	0		0	0		0	0		0	0	57
PM Peak Period	2:00 PM	13		13	4		4	2		2	3		3	22	87
	2:15 PM	15		15	1		1	1		1	5		5	22	84
	2:30 PM	11		11	1		1	0		0	1		1	13	98
	2:45 PM	11		11	8		8	5		5	6		6	30	115
	3:00 PM	11		11	3		3	3		3	2		2	19	107
	3:15 PM	15		15	6		6	2		2	13		13	36	88
	3:30 PM	19		19	5		5	0		0	6		6	30	52
	3:45 PM	8		8	2		2	5		5	7		7	22	22
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**103**	**0**	**103**	**30**	**0**	**30**	**18**	**0**	**18**	**43**	**0**	**43**	**194**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Farwell Avenue & Ogden Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period	Start Time	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	0
	11:30 PM					0					0					0					0	0	0
	11:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	Start Time	From North (↓) Farwell Avenue					From East (←) Ogden Avenue					From South (↑) Farwell Avenue					From West (→) Ogden Avenue					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **Prospect Avenue**
Minor St: **Odgen Avenue**
Intersection of: ***Prospect Avenue & Odgen Avenue***

Site Information

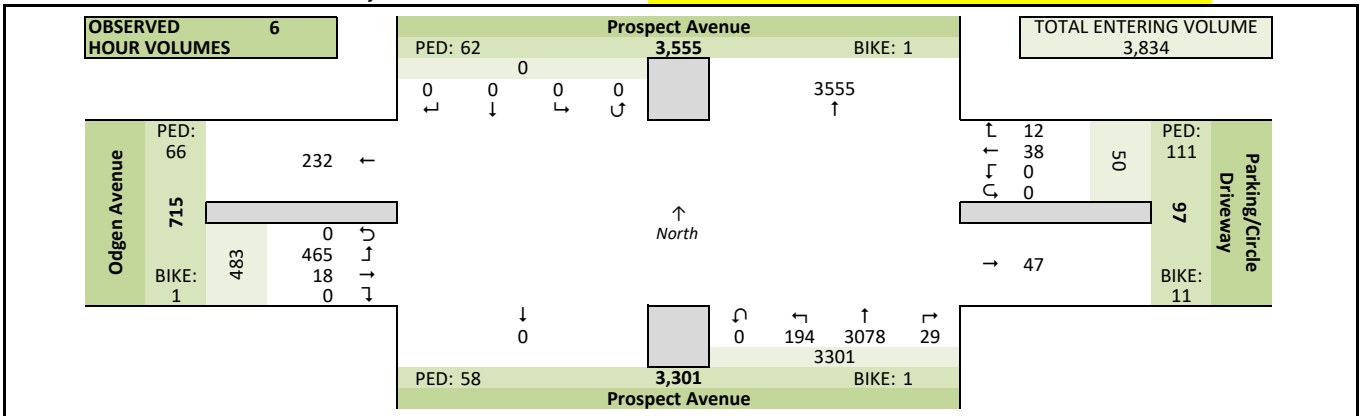
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Prospect Avenue		
East Leg	Parking/Circle Driveway		
South Leg	Prospect Avenue		
West Leg	Odgen Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

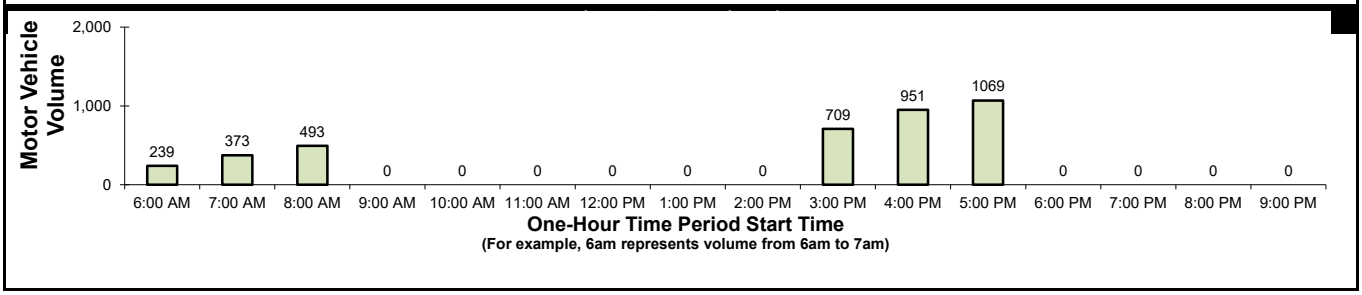
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Monday, February 6, 2023			Weather	
AM Peak Period	Tuesday, February 7, 2023			Clear & Dry	
Midday Peak Period	Tuesday, February 7, 2023			Clear & Dry	
PM Peak Period	Monday, February 6, 2023			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.127	Count Expansion Factor	2.421		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Wendy Picard				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Wendy Picard				
Comments	2021 DOT Daily & Seasonal Factors				

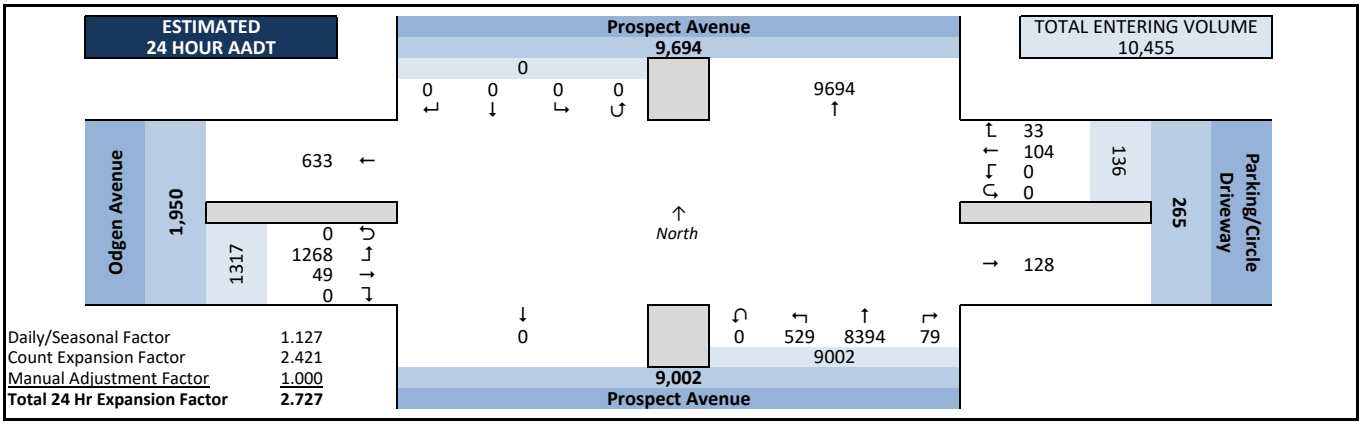
Observed 6 Hour Volume Summary

Note: Video stalled from 3:53:22 until 3:53:44; No vehicles able to be counted





Estimated 24 Hour AADT



Intersection Traffic Volume Report

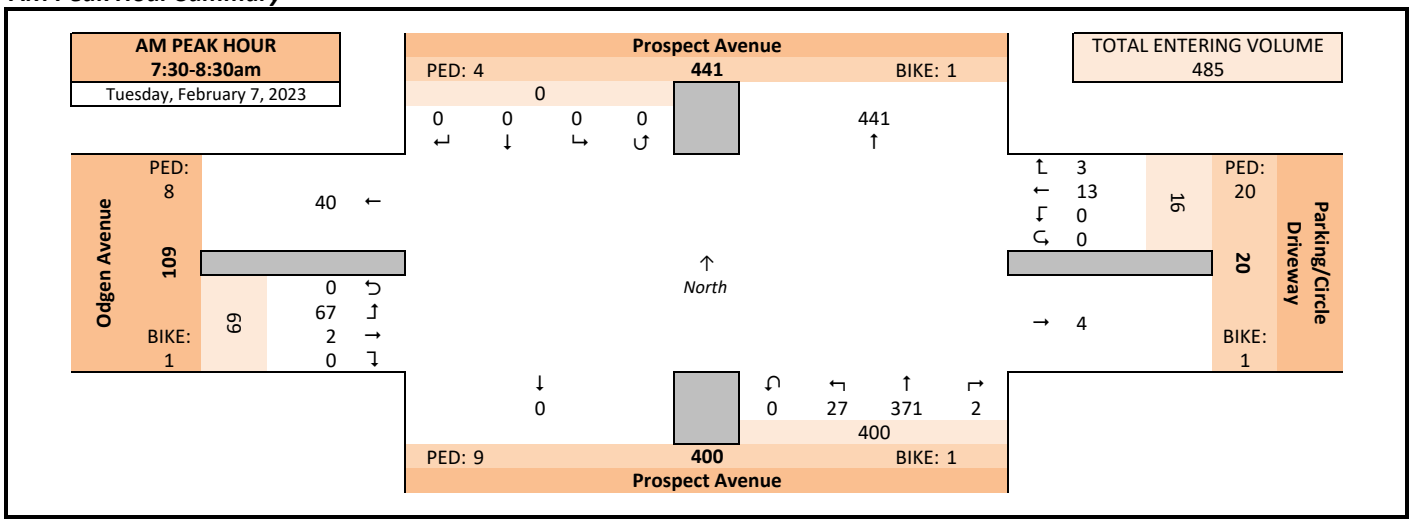
Count Basics			Page 2 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

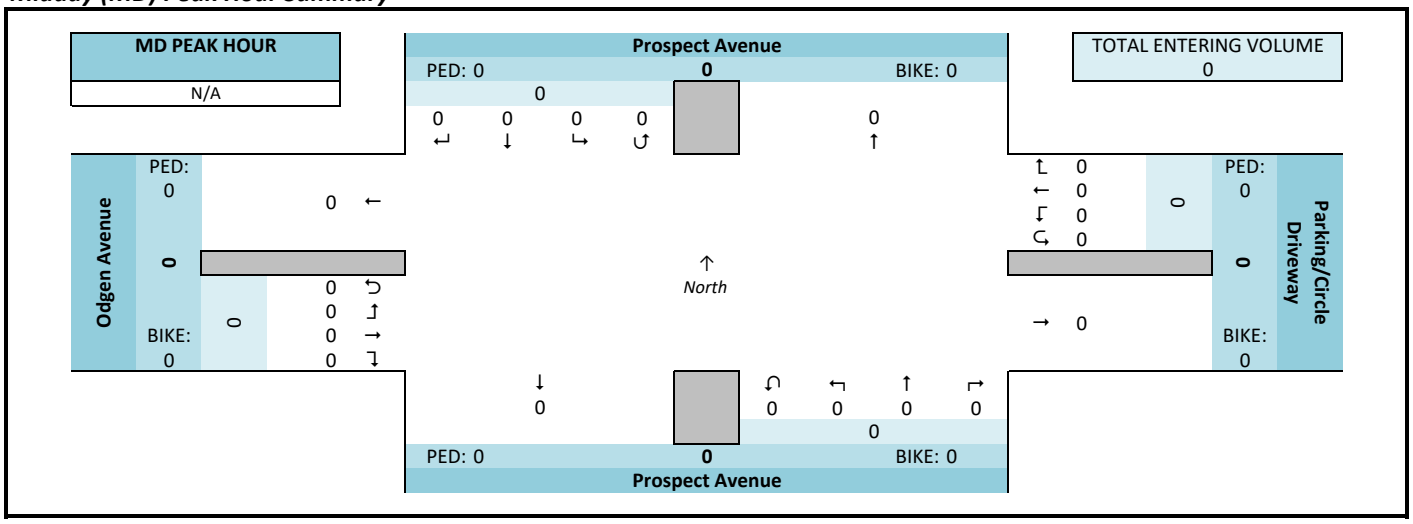
Prospect Avenue & Odgen Avenue

All Motor Vehicles

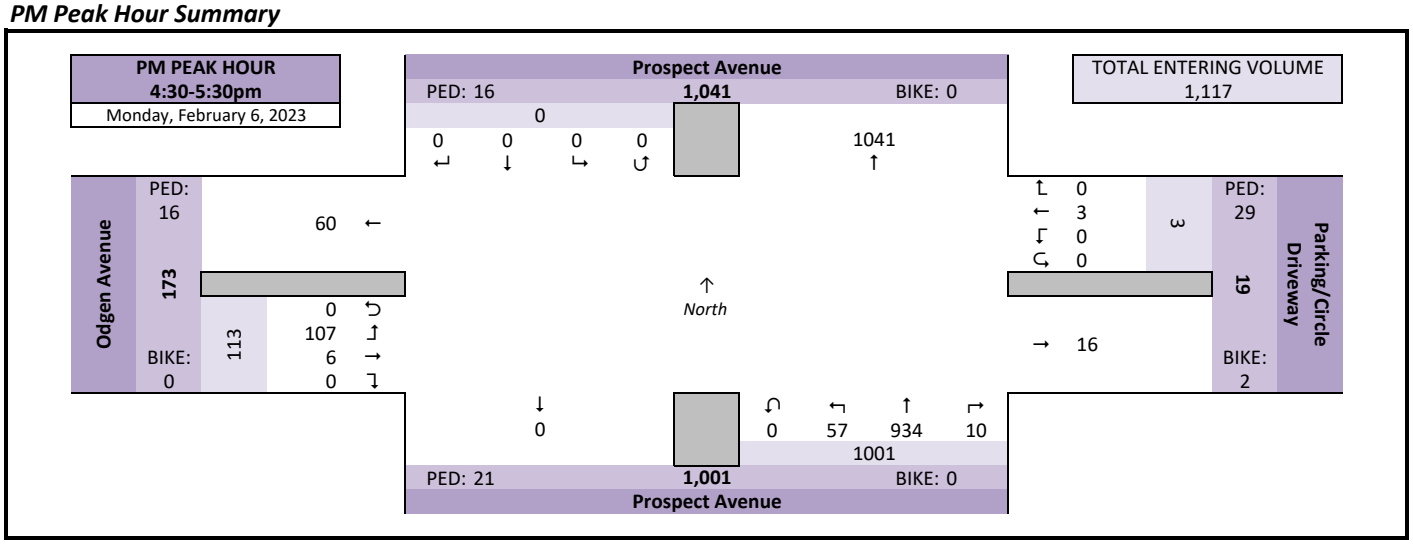
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Prospect Avenue & Odgen Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, February 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	0	0	0	0	1	3	0	0	4	1	74	5	0	80	0	1	13	0	14	98
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	98	8	0	106	0	0	13	0	13	122
	8:00 AM	0	0	0	0	0	0	3	0	0	3	1	100	6	0	107	0	0	21	0	21	131
	8:15 AM	0	0	0	0	0	2	4	0	0	6	0	99	8	0	107	0	1	20	0	21	134
	Peak Hour Volume	0	0	0	0	0	3	13	0	0	16	2	371	27	0	400	0	2	67	0	69	485
	Rounded Hourly Volume	0	0	0	0	0	5	15	0	0	20	0	370	25	0	395	0	0	65	0	65	480
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	7.4	0.0	3.0	0.0	0.0	9.0	0.0	8.7	3.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	3.0	0.0	2.9	0.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.4	0.0	3.2	0.0	0.0	11.9	0.0	11.6	4.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.37	0.81	0.00	0.00	0.67	0.50	0.93	0.84	0.00	0.93	0.00	0.50	0.80	0.00	0.82	0.90

N/A		From North					From East					From South					From West					
	MD Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, February 6, 2023		From North					From East					From South					From West					
	PM Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	1	0	0	1	5	217	11	0	233	0	3	25	0	28	262
	4:45 PM	0	0	0	0	0	0	1	0	0	1	1	226	11	0	238	0	2	27	0	29	268
	5:00 PM	0	0	0	0	0	0	1	0	0	1	2	235	16	0	253	0	1	32	0	33	287
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	256	19	0	277	0	0	23	0	23	300
	Peak Hour Volume	0	0	0	0	0	0	3	0	0	3	10	934	57	0	1001	0	6	107	0	113	1117
	Rounded Hourly Volume	0	0	0	0	0	0	5	0	0	5	10	935	55	0	1000	0	5	105	0	110	1115
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	5.6	0.0	5.3	1.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	5.6	0.0	5.3	1.1
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.50	0.91	0.75	0.00	0.90	0.00	0.50	0.84	0.00	0.86	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Prospect Avenue			Parking/Circle Driveway			Prospect Avenue			Odgen Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	5	0	5	0	0	0	1	1	2	7
	7:45 AM	1	1	2	5	0	5	4	0	4	1	0	1	12
	8:00 AM	1	0	1	7	0	7	2	0	2	4	0	4	14
	8:15 AM	2	0	2	3	1	4	3	1	4	2	0	2	12
	Total	4	1	5	20	1	21	9	1	10	8	1	9	45
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	3	0	3	7	0	7	4	0	4	3	0	3	17
	4:45 PM	5	0	5	8	0	8	3	0	3	6	0	6	22
	5:00 PM	5	0	5	8	0	8	9	0	9	4	0	4	26
	5:15 PM	3	0	3	6	2	8	5	0	5	3	0	3	19
	Total	16	0	16	29	2	31	21	0	21	16	0	16	84

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

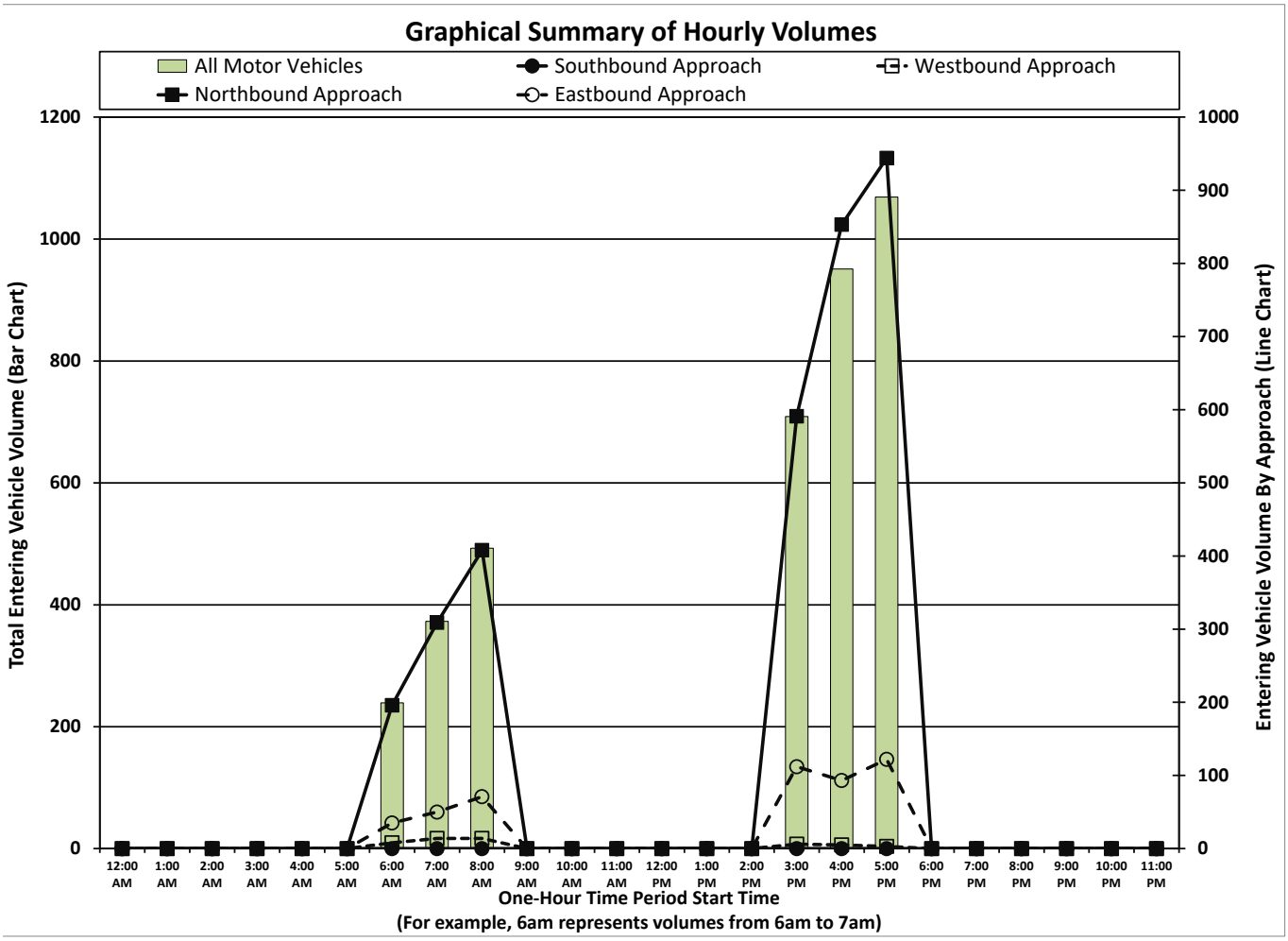
Prospect Avenue & Odgen Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	3	5	0	0	8	1	186	9	0	196	0	0	35	0	35	239	43	196
	7:00 AM	0	0	0	0	0	2	12	0	0	14	2	284	23	0	309	0	2	48	0	50	373	64	309
	8:00 AM	0	0	0	0	0	3	11	0	0	14	2	380	26	0	408	0	1	70	0	71	493	85	408
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	2	4	0	0	6	5	550	36	0	591	0	6	106	0	112	709	118	591
	4:00 PM	0	0	0	0	0	1	4	0	0	5	9	798	46	0	853	0	6	87	0	93	951	98	853
	5:00 PM	0	0	0	0	0	1	2	0	0	3	10	880	54	0	944	0	3	119	0	122	1069	125	944
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	12	38	0	0	50	29	3078	194	0	3301	0	18	465	0	483	3834	533	3301

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Prospect Avenue & Odgen Avenue

15-Minute Motor Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)							
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	24	4	0	28	0	0	8	0	8	36	239	0.75
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	44	3	0	47	0	0	6	0	6	55	272	0.85
	6:30 AM	0	0	0	0	0	2	2	0	0	4	1	55	0	0	56	0	0	8	0	8	68	301	0.90
	6:45 AM	0	0	0	0	0	1	1	0	0	2	0	63	2	0	65	0	0	13	0	13	80	331	0.84
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	47	5	0	52	0	1	13	0	14	69	373	0.76
	7:15 AM	0	0	0	0	0	1	3	0	0	4	1	65	5	0	71	0	0	9	0	9	84	435	0.83
	7:30 AM	0	0	0	0	0	1	3	0	0	4	1	74	5	0	80	0	1	13	0	14	98	485	0.90
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	98	8	0	106	0	0	13	0	13	122	475	0.89
	8:00 AM	0	0	0	0	0	0	3	0	0	3	1	100	6	0	107	0	0	21	0	21	131	493	0.88
	8:15 AM	0	0	0	0	0	2	4	0	0	6	0	99	8	0	107	0	1	20	0	21	134		
	8:30 AM	0	0	0	0	0	0	2	0	0	2	1	69	4	0	74	0	0	12	0	12	88		
	8:45 AM	0	0	0	0	0	1	2	0	0	3	0	112	8	0	120	0	0	17	0	17	140		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	3	0	0	3	1	135	5	0	141	0	1	32	0	33	177	709	0.93
	3:15 PM	0	0	0	0	0	1	0	0	0	1	1	124	10	0	135	0	1	21	0	22	158	729	0.93
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	150	10	0	162	0	1	28	0	29	191	795	0.89
	3:45 PM	0	0	0	0	0	1	1	0	0	2	1	141	11	0	153	0	3	25	0	28	183	866	0.83
	4:00 PM	0	0	0	0	0	0	2	0	0	2	1	163	11	0	175	0	0	20	0	20	197	951	0.89
	4:15 PM	0	0	0	0	0	1	0	0	0	1	2	192	13	0	207	0	1	15	0	16	224	1041	0.91
	4:30 PM	0	0	0	0	0	0	1	0	0	1	5	217	11	0	233	0	3	25	0	28	262	1117	0.93
	4:45 PM	0	0	0	0	0	0	1	0	0	1	1	226	11	0	238	0	2	27	0	29	268	1101	0.92
	5:00 PM	0	0	0	0	0	0	1	0	0	1	2	235	16	0	253	0	1	32	0	33	287	1069	0.89
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	256	19	0	277	0	0	23	0	23	300		
	5:30 PM	0	0	0	0	0	1	0	0	0	1	3	202	11	0	216	0	2	27	0	29	246		
	5:45 PM	0	0	0	0	0	0	1	0	0	1	3	187	8	0	198	0	0	37	0	37	236		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	12	38	0	0	50	29	3078	194	0	3301	0	18	465	0	483	3834		

Peak Hour All Vehicle Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total	
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:30 AM	0	0	0	0	0	3	13	0	0	16	2	371	27	0	400	0	2	67	0	69	485	0.90
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	3	0	0	3	10	934	57	0	1001	0	6	107	0	113	1117	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Automobile Data

Prospect Avenue & Odgen Avenue

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	23	4	0	27	0	0	7	0	7	34	225
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	41	3	0	44	0	0	5	0	5	51	256
	6:30 AM	0	0	0	0	0	2	2	0	0	4	1	54	0	0	55	0	0	6	0	6	65	287
	6:45 AM	0	0	0	0	0	1	1	0	0	2	0	60	2	0	62	0	0	11	0	11	75	316
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	45	4	0	49	0	1	12	0	13	65	358
	7:15 AM	0	0	0	0	0	1	3	0	0	4	1	64	5	0	70	0	0	8	0	8	82	419
	7:30 AM	0	0	0	0	0	1	3	0	0	4	1	72	5	0	78	0	1	11	0	12	94	464
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	95	7	0	102	0	0	12	0	12	117	453
	8:00 AM	0	0	0	0	0	0	3	0	0	3	1	98	6	0	105	0	0	18	0	18	126	466
	8:15 AM	0	0	0	0	0	2	4	0	0	6	0	95	7	0	102	0	1	18	0	19	127	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	1	65	4	0	70	0	0	11	0	11	83	
	8:45 AM	0	0	0	0	0	1	2	0	0	3	0	106	8	0	114	0	0	13	0	13	130	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	1	134	5	0	140	0	1	29	0	30	173	688
	3:15 PM	0	0	0	0	0	1	0	0	0	1	1	120	10	0	131	0	1	21	0	22	154	710
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	146	10	0	158	0	1	25	0	26	184	774
	3:45 PM	0	0	0	0	0	1	1	0	0	2	1	136	11	0	148	0	3	24	0	27	177	847
	4:00 PM	0	0	0	0	0	0	2	0	0	2	1	162	11	0	174	0	0	19	0	19	195	936
	4:15 PM	0	0	0	0	0	1	0	0	0	1	2	188	13	0	203	0	1	13	0	14	218	1026
	4:30 PM	0	0	0	0	0	0	1	0	0	1	5	214	11	0	230	0	3	23	0	26	257	1105
	4:45 PM	0	0	0	0	0	0	1	0	0	1	1	225	11	0	237	0	2	26	0	28	266	1092
	5:00 PM	0	0	0	0	0	0	1	0	0	1	2	234	16	0	252	0	1	31	0	32	285	1060
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	255	19	0	276	0	0	21	0	21	297	
	5:30 PM	0	0	0	0	0	1	0	0	0	1	3	201	11	0	215	0	2	26	0	28	244	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	3	186	8	0	197	0	0	36	0	36	234	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	12	38	0	0	50	29	3019	191	0	3239	0	18	426	0	444	3733	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	3	13	0	0	16	2	360	25	0	387	0	2	59	0	61	464
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	3	0	0	3	10	928	57	0	995	0	6	101	0	107	1105

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Prospect Avenue & Odgen Avenue

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	14
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	16
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	14
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5	14
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	14
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	18
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	20
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5	26
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	10	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4	21
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	19
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	7	21
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	19
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	15
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6	15
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5	12
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	58	3	0	61	0	0	37	0	37	98	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	0	0	6	0	6	18
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	6	0	6	12

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Prospect Avenue & Odgen Avenue

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Prospect Avenue & Odgen Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	14
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	16
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	14
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5	15
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4	15
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	16
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4	21
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	5	22
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5	27
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	2	0	2	7	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	10	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4	21
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	19
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	7	21
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	19
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	15
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	6	15
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5	12
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	59	3	0	62	0	0	39	0	39	101	

Peak Hour Heavy Vehicle Volume Summary

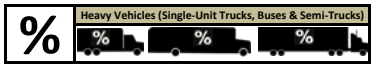
Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	2	0	13	0	0	8	0	8	21
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	6	0	6	12

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Prospect Avenue & Odgen Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					Total Heavy Vehicle	Hourly Heavy Vehicle
		Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.6	0.0	0.0	12.5	0.0	12.5	5.6	5.9
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.4	0.0	0.0	16.7	0.0	16.7	7.3	5.9
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	25.0	0.0	25.0	4.4	4.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.6	0.0	0.0	15.4	0.0	15.4	6.3	4.5
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	20.0	0.0	5.8	0.0	0.0	7.7	0.0	7.1	5.8	4.0
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	11.1	0.0	11.1	2.4	3.7
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.5	0.0	0.0	15.4	0.0	14.3	4.1	4.3
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	12.5	0.0	3.8	0.0	0.0	7.7	0.0	7.7	4.1	4.6
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	14.3	0.0	14.3	3.8	5.5
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	12.5	0.0	4.7	0.0	0.0	10.0	0.0	9.5	5.2	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.4	0.0	0.0	8.3	0.0	8.3	5.7	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.0	0.0	0.0	23.5	0.0	23.5	7.1	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	9.4	0.0	9.1	2.3	3.0
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.5	2.6
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.5	0.0	0.0	10.7	0.0	10.3	3.7	2.6
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.3	0.0	0.0	4.0	0.0	3.6	3.3	2.2
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	5.0	0.0	5.0	1.0	1.6
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0	13.3	0.0	12.5	2.7	1.4
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	8.0	0.0	7.1	1.9	1.1
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	3.7	0.0	3.4	0.7	0.8
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	3.1	0.0	3.0	0.7	0.8
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	8.7	0.0	8.7	1.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	3.7	0.0	3.4	0.8	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	2.7	0.0	2.7	0.8	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.5	0.0	1.9	0.0	0.0	8.4	0.0	8.1	2.6	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Hourly Heavy Vehicle
		Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.4	0.0	3.3	0.0	0.0	11.9	0.0	11.6	4.3
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	5.6	0.0	5.3	1.1

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Prospect Avenue & Odgen Avenue

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach Prospect Avenue			Crossing East Approach Parking/Circle Driveway			Crossing South Approach Prospect Avenue			Crossing West Approach Odgen Avenue			15-Min	Hourly
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	24
	6:15 AM	0	0	0	0	1	1	2	0	2	1	0	1	4	33
	6:30 AM	1	0	1	2	0	2	0	0	0	2	0	2	5	36
	6:45 AM	3	0	3	5	1	6	2	0	2	2	0	2	13	38
	7:00 AM	4	0	4	3	0	3	4	0	4	0	0	0	11	37
	7:15 AM	0	0	0	5	0	5	1	0	1	1	0	1	7	40
	7:30 AM	0	0	0	5	0	5	0	0	0	1	1	2	7	45
	7:45 AM	1	1	2	5	0	5	4	0	4	1	0	1	12	56
	8:00 AM	1	0	1	7	0	7	2	0	2	4	0	4	14	59
	8:15 AM	2	0	2	3	1	4	3	1	4	2	0	2	12	
	8:30 AM	5	0	5	5	0	5	4	0	4	4	0	4	18	
	8:45 AM	2	0	2	4	1	5	3	0	3	5	0	5	15	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	4	0	4	8	1	9	0	0	0	0	0	0	13	50
	3:15 PM	5	0	5	6	1	7	2	0	2	4	0	4	18	48
	3:30 PM	1	0	1	3	0	3	2	0	2	3	0	3	9	51
	3:45 PM	2	0	2	1	1	2	1	0	1	5	0	5	10	59
	4:00 PM	2	0	2	5	0	5	2	0	2	2	0	2	11	71
	4:15 PM	7	0	7	6	0	6	4	0	4	4	0	4	21	86
	4:30 PM	3	0	3	7	0	7	4	0	4	3	0	3	17	84
	4:45 PM	5	0	5	8	0	8	3	0	3	6	0	6	22	78
	5:00 PM	5	0	5	8	0	8	9	0	9	4	0	4	26	70
	5:15 PM	3	0	3	6	2	8	5	0	5	3	0	3	19	
	5:30 PM	4	0	4	5	1	6	0	0	0	1	0	1	11	
	5:45 PM	2	0	2	3	1	4	1	0	1	7	0	7	14	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**62**	**1**	**63**	**111**	**11**	**122**	**58**	**1**	**59**	**66**	**1**	**67**	**311**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Prospect Avenue & Odgen Avenue

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Prospect Avenue			Crossing East Approach Parking/Circle Driveway			Crossing South Approach Prospect Avenue			Crossing West Approach Odgen Avenue			15-Min	Hourly
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	2
	5:30 AM	0		0	0		0	0		0	0		0	0	5
	5:45 AM	0		0	0		0	0		0	0		0	0	10
AM Peak Period	6:00 AM	0		0	1		1	0		0	1		1	2	22
	6:15 AM	0		0	0		0	2		2	1		1	3	31
	6:30 AM	1		1	2		2	0		0	2		2	5	35
	6:45 AM	3		3	5		5	2		2	2		2	12	36
	7:00 AM	4		4	3		3	4		4	0		0	11	35
	7:15 AM	0		0	5		5	1		1	1		1	7	38
	7:30 AM	0		0	5		5	0		0	1		1	6	41
	7:45 AM	1		1	5		5	4		4	1		1	11	53
	8:00 AM	1		1	7		7	2		2	4		4	14	56
	8:15 AM	2		2	3		3	3		3	2		2	10	42
	8:30 AM	5		5	5		5	4		4	4		4	18	32
	8:45 AM	2		2	4		4	3		3	5		5	14	14
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	12
	2:30 PM	0		0	0		0	0		0	0		0	0	29
	2:45 PM	0		0	0		0	0		0	0		0	0	38
	3:00 PM	4		4	8		8	0		0	0		0	12	47
	3:15 PM	5		5	6		6	2		2	4		4	17	46
	3:30 PM	1		1	3		3	2		2	3		3	9	50
	3:45 PM	2		2	1		1	1		1	5		5	9	58
	4:00 PM	2		2	5		5	2		2	2		2	11	71
	4:15 PM	7		7	6		6	4		4	4		4	21	86
	4:30 PM	3		3	7		7	4		4	3		3	17	82
	4:45 PM	5		5	8		8	3		3	6		6	22	75
	5:00 PM	5		5	8		8	9		9	4		4	26	66
	5:15 PM	3		3	6		6	5		5	3		3	17	40
	5:30 PM	4		4	5		5	0		0	1		1	10	23
	5:45 PM	2		2	3		3	1		1	7		7	13	13
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**62**	**0**	**62**	**111**	**0**	**111**	**58**	**0**	**58**	**66**	**0**	**66**	**297**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Monday, February 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Prospect Avenue & Odgen Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period	Start Time	From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	0
	11:30 PM					0					0					0					0	0	0
	11:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	Start Time	From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: **Prospect Avenue**
Minor St: **Odgen Avenue**
Intersection of: ***Prospect Avenue & Odgen Avenue***

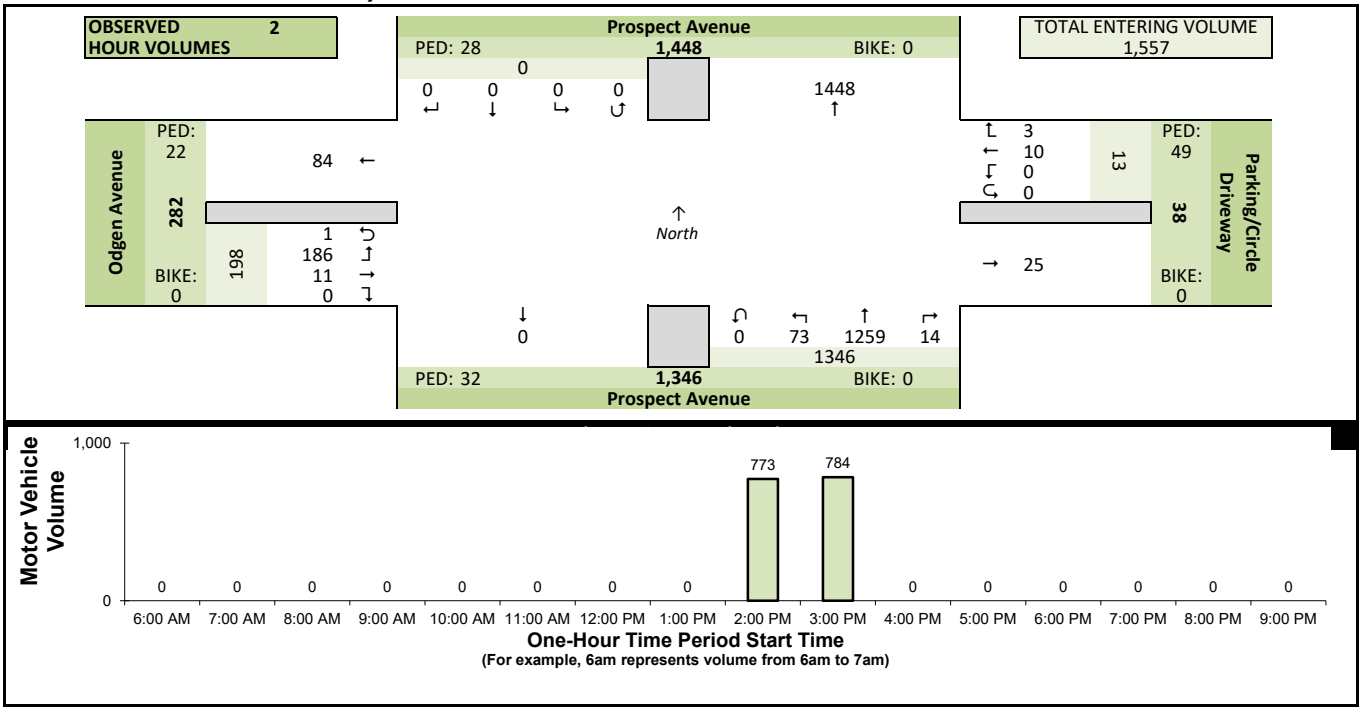
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Prospect Avenue		
East Leg	Parking/Circle Driveway		
South Leg	Prospect Avenue		
West Leg	Odgen Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

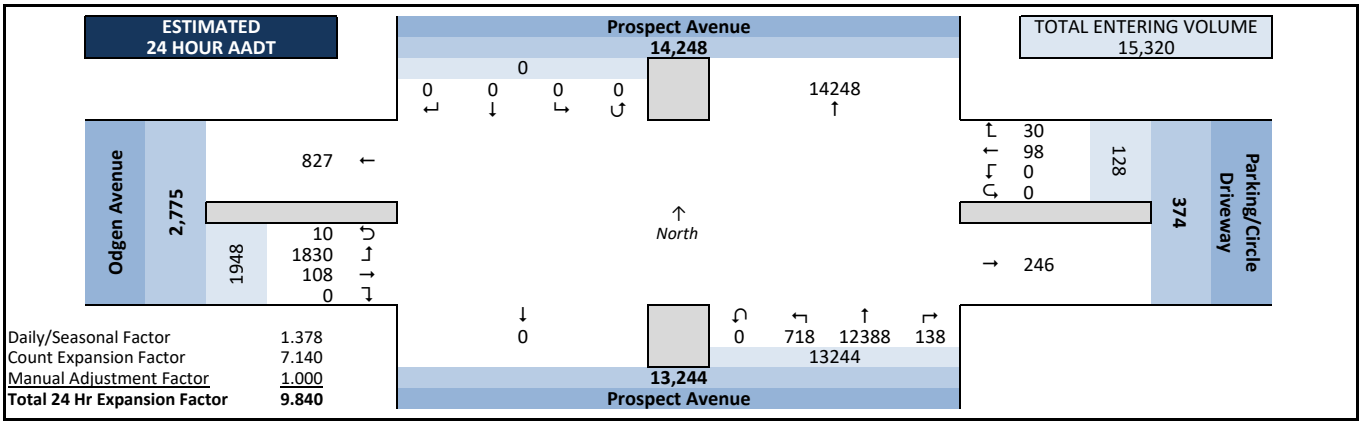
Count Information

Hrs Counted:	02:00 PM-04:00 PM				
1st Day of Count	Saturday, February 4, 2023			Weather	
AM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Midday Peak Period	Saturday, February 4, 2023			Clear & Dry	
PM Peak Period	Saturday, February 4, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	2:30-3:30pm
Peak Hours Selected for Analysis					
AM		MD		PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.378	Count Expansion Factor	7.140		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	Wendy Picard				
Observers: PM Peak Period	None				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

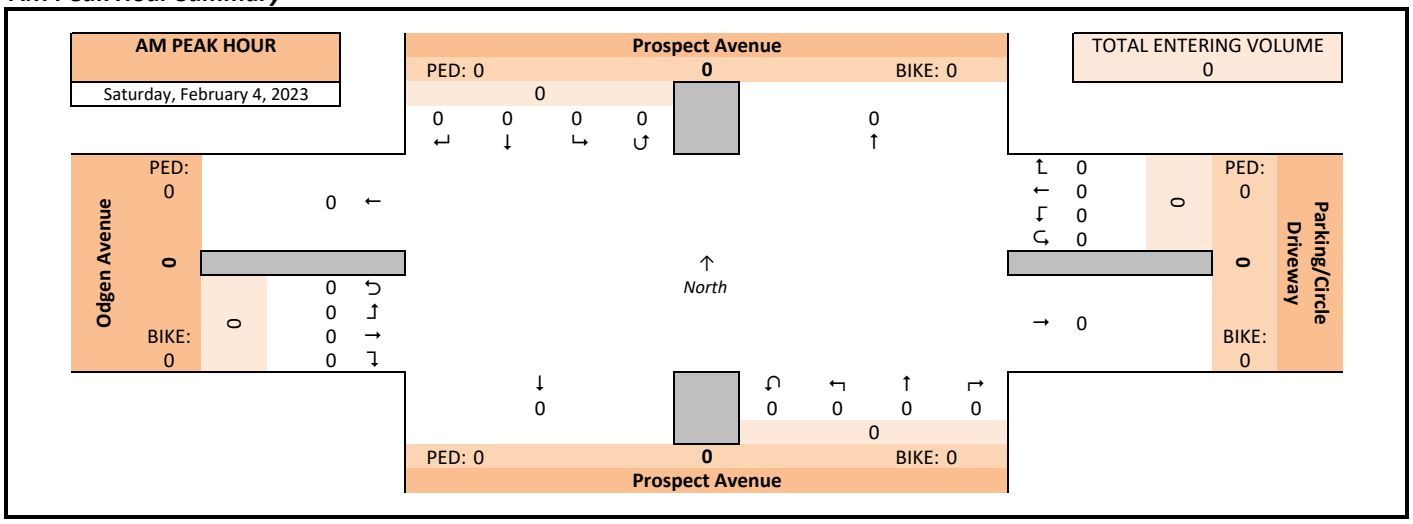
Count Basics			Page 2 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

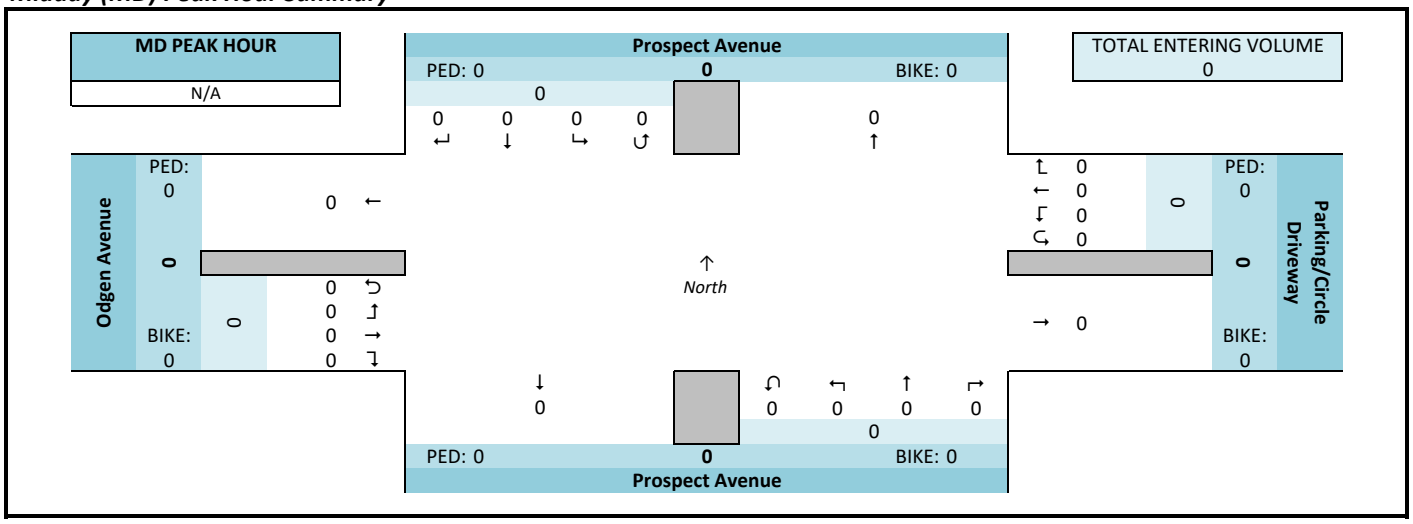
Prospect Avenue & Odgen Avenue

All Motor Vehicles

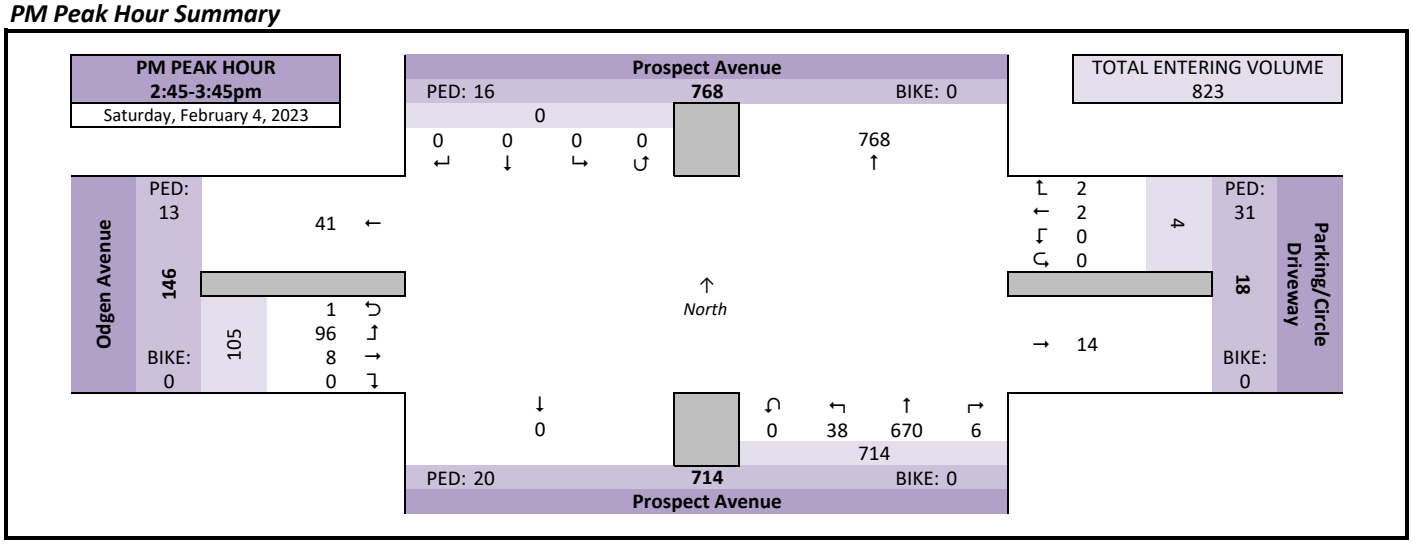
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Prospect Avenue & Odgen Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, February 4, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, February 4, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	2:45 PM	0	0	0	0	0	0	0	0	0	0	1	181	9	0	191	0	2	22	0	24	215
	3:00 PM	0	0	0	0	0	1	1	0	0	2	1	176	7	0	184	0	3	21	0	24	210
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	143	12	0	155	0	2	26	0	28	184
	3:30 PM	0	0	0	0	0	1	0	0	0	1	4	170	10	0	184	0	1	27	1	29	214
	Peak Hour Volume	0	0	0	0	0	2	2	0	0	4	6	670	38	0	714	0	8	96	1	105	823
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	5	670	40	0	715	0	10	95	0	105	820
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.6	0.0	0.7	0.0	0.0	6.2	0.0	5.7	1.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.6	0.0	0.7	0.0	0.0	6.2	0.0	5.7	1.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50	0.37	0.93	0.79	0.00	0.93	0.00	0.67	0.89	0.25	0.91	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Prospect Avenue			Parking/Circle Driveway			Prospect Avenue			Odgen Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	4	0	4	3	0	3	5	0	5	6	0	6	18
	3:00 PM	2	0	2	4	0	4	5	0	5	2	0	2	13
	3:15 PM	7	0	7	18	0	18	6	0	6	1	0	1	32
	3:30 PM	3	0	3	6	0	6	4	0	4	4	0	4	17
	Total	16	0	16	31	0	31	20	0	20	13	0	13	80

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

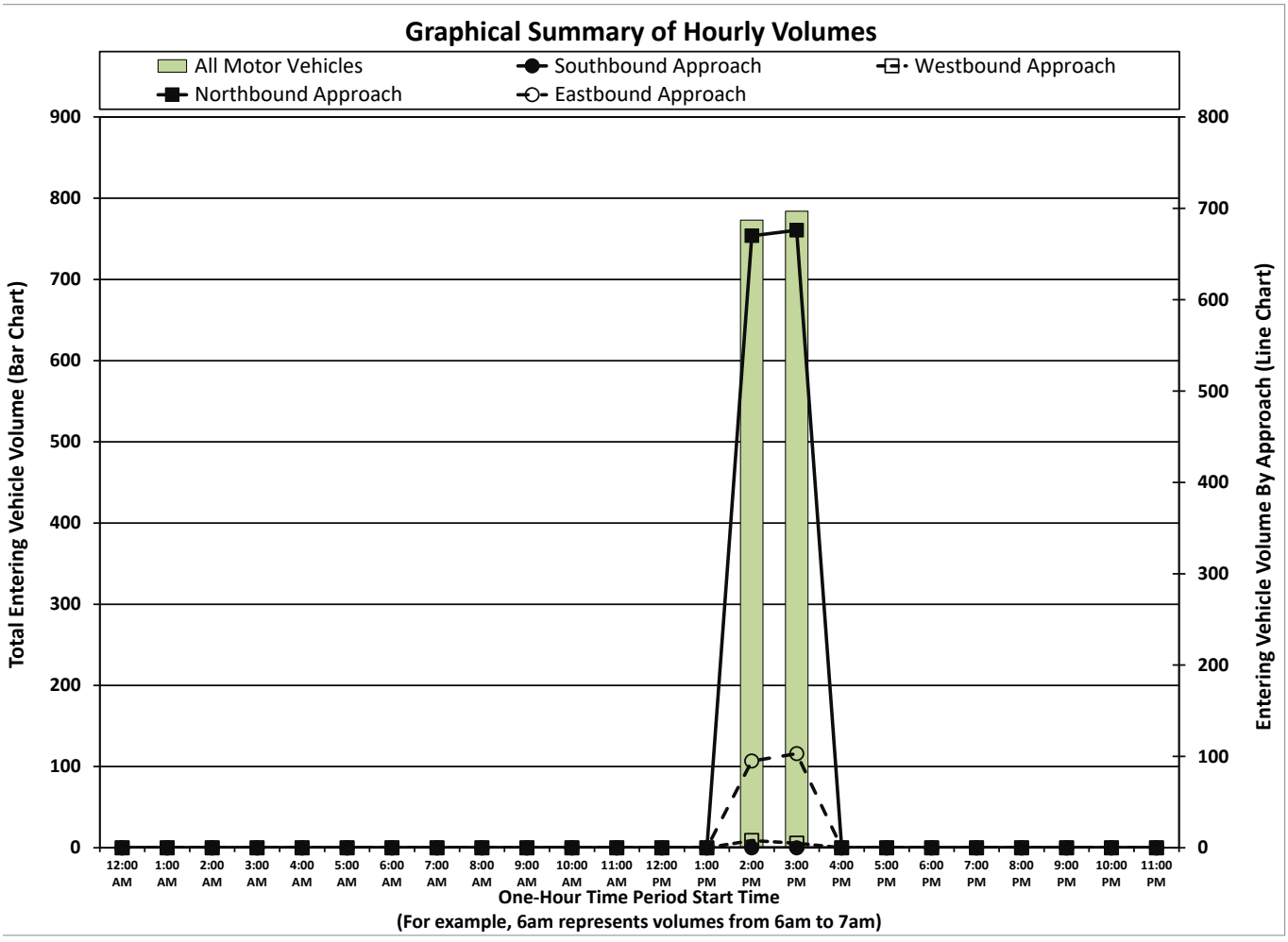
Hourly Volume Summary - Motor Vehicle Data

Prospect Avenue & Odgen Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	1	7	0	0	8	8	631	31	0	670	0	5	90	0	95	773	103	670
	3:00 PM	0	0	0	0	0	2	3	0	0	5	6	628	42	0	676	0	6	96	1	103	784	108	676
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	3	10	0	0	13	14	1259	73	0	1346	0	11	186	1	198	1557	211	1346



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Prospect Avenue & Odgen Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	1	137	6	0	144	0	0	27	0	27	173	773	0.89
	2:15 PM	0	0	0	0	0	0	2	0	0	2	4	131	10	0	145	0	1	20	0	21	168	810	0.93
	2:30 PM	0	0	0	0	0	1	3	0	0	4	2	182	6	0	190	0	2	21	0	23	217	826	0.95
	2:45 PM	0	0	0	0	0	0	0	0	0	0	1	181	9	0	191	0	2	22	0	24	215	823	0.96
	3:00 PM	0	0	0	0	0	1	1	0	0	2	1	176	7	0	184	0	3	21	0	24	210	784	0.92
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	143	12	0	155	0	2	26	0	28	184		
	3:30 PM	0	0	0	0	0	1	0	0	0	1	4	170	10	0	184	0	1	27	1	29	214		
	3:45 PM	0	0	0	0	0	0	1	0	0	1	1	139	13	0	153	0	0	22	0	22	176		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	3	10	0	0	13	14	1259	73	0	1346	0	11	186	1	198	1557		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:45 PM	0	0	0	0	0	2	2	0	0	4	6	670	38	0	714	0	8	96	1	105	823	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Prospect Avenue & Odgen Avenue

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	1	136	6	0	143	0	0	26	0	26	171	763
	2:15 PM	0	0	0	0	0	0	2	0	0	2	4	129	10	0	143	0	1	18	0	19	164	799
	2:30 PM	0	0	0	0	0	1	3	0	0	4	2	182	5	0	189	0	2	20	0	22	215	815
	2:45 PM	0	0	0	0	0	0	0	0	0	0	1	180	8	0	189	0	2	22	0	24	213	812
	3:00 PM	0	0	0	0	0	1	1	0	0	2	1	175	7	0	183	0	3	19	0	22	207	772
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	142	12	0	154	0	2	23	0	25	180	
	3:30 PM	0	0	0	0	0	1	0	0	0	1	4	169	10	0	183	0	1	26	1	28	212	
	3:45 PM	0	0	0	0	0	0	1	0	0	1	1	137	13	0	151	0	0	21	0	21	173	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	3	10	0	0	13	14	1250	71	0	1335	0	11	175	1	187	1535	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	2	2	0	0	4	6	666	37	0	709	0	8	90	1	99	812

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

Prospect Avenue & Odgen Avenue

15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	10
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4	11
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2	11
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	11
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	12
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	0	0	11	0	11	22	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	6	0	6	11

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Prospect Avenue & Odgen Avenue

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Prospect Avenue & Odgen Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	10
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4	11
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2	11
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	11
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	12
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	0	0	11	0	11	22	

Peak Hour Heavy Vehicle Volume Summary

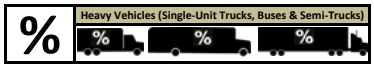
Hourly Time Period		From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	6	0	6	11

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Prospect Avenue & Odgen Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					Total Heavy Vehicle	Hourly Heavy Vehicle
		Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	3.7	0.0	3.7	1.2	1.3
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	10.0	0.0	9.5	2.4	1.4
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.5	0.0	0.0	4.8	0.0	4.3	0.9	1.3
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	11.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.9	1.3
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	9.5	0.0	8.3	1.4	1.5
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	11.5	0.0	10.7	2.2	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	3.7	0.0	3.4	0.9	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	4.5	0.0	4.5	1.7	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.7	0.0	0.8	0.0	0.0	5.9	0.0	5.6	1.4	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Hourly Heavy Vehicle
		Prospect Avenue					Parking/Circle Driveway					Prospect Avenue					Odgen Avenue					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.6	0.0	0.7	0.0	0.0	6.3	0.0	5.7	1.3

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Prospect Avenue & Odgen Avenue

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach Prospect Avenue			Crossing East Approach Parking/Circle Driveway			Crossing South Approach Prospect Avenue			Crossing West Approach Odgen Avenue			15-Min	Hourly
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	5	0	5	6	0	6	2	0	2	15	52
	2:15 PM	2	0	2	5	0	5	0	0	0	1	0	1	8	50
	2:30 PM	3	0	3	6	0	6	2	0	2	0	0	0	11	74
	2:45 PM	4	0	4	3	0	3	5	0	5	6	0	6	18	80
	3:00 PM	2	0	2	4	0	4	5	0	5	2	0	2	13	79
	3:15 PM	7	0	7	18	0	18	6	0	6	1	0	1	32	
	3:30 PM	3	0	3	6	0	6	4	0	4	4	0	4	17	
	3:45 PM	5	0	5	2	0	2	4	0	4	6	0	6	17	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**28**	**0**	**28**	**49**	**0**	**49**	**32**	**0**	**32**	**22**	**0**	**22**	**131**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Prospect Avenue & Odgen Avenue

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Prospect Avenue			Crossing East Approach Parking/Circle Driveway			Crossing South Approach Prospect Avenue			Crossing West Approach Odgen Avenue			15-Min	Hourly
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	0
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	15
	1:30 PM	0		0	0		0	0		0	0		0	0	23
	1:45 PM	0		0	0		0	0		0	0		0	0	34
PM Peak Period	2:00 PM	2		2	5		5	6		6	2		2	15	52
	2:15 PM	2		2	5		5	0		0	1		1	8	50
	2:30 PM	3		3	6		6	2		2	0		0	11	74
	2:45 PM	4		4	3		3	5		5	6		6	18	80
	3:00 PM	2		2	4		4	5		5	2		2	13	79
	3:15 PM	7		7	18		18	6		6	1		1	32	66
	3:30 PM	3		3	6		6	4		4	4		4	17	34
	3:45 PM	5		5	2		2	4		4	6		6	17	17
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**28**	**0**	**28**	**49**	**0**	**49**	**32**	**0**	**32**	**22**	**0**	**22**	**131**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, February 4, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Prospect Avenue & Odgen Avenue

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Prospect Avenue					From East (←) Parking/Circle Driveway					From South (↑) Prospect Avenue					From West (→) Odgen Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: February 15, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Prospect Ave at Ogden Ave

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	30

Sat. Flow Rate (pc/h/ln)				

N

Exit Ramp:	Sat. Flow (pc/h/ln)	
No		1900
Speed Limit:		
30		

# of Lanes	Lane Type
	L
1	L-T
	T
	T-R
	R

# of Lanes				
Lane Type	R	T-R	T	L-T	L

Traffic Signal

# of Lanes				
Lane Type	L	L-T	T	T-R	R
		1		1	

*Consider using 1900 pc/h/ln

Lane Type		
R		
T-R	1	
T		
L-T		
L		

	Sat. Flow (pc/h/ln)
*	1656

*Consider using 1900 pc/h/ln

Exit Ramp:
No
Speed Limit:
25

	1900		* 1795	
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	30
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: **4/7/2022**

Date: February 15, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Prospect Ave at Curtis Place

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	30

Sat. Flow Rate (pc/h/ln)				

N

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type	# of Lanes	Lane Type	*	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1900	1	L-T	1	T-R	*	1656	No
Speed Limit:			T		T			Speed Limit:
25			T-R		L-T			25
			R		L			

# of Lanes				
Lane Type				
R	T-R	T	L-T	L
L	L-T	T	T-R	R
	1		1	
Lane Type				
# of Lanes				

Traffic Signal

Consider using 1900 pc/h/ln

Consider using 1900 pc/h/ln

	1900		1795	
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	30
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: 4/7/2022

Date: February 15, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Farwell Ave at Ogden Ave

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	30

Sat. Flow Rate (pc/h/ln)				
1900		1853 *		1853 *

**Consider using 1900 pc/h/ln*

N

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type						Lane Type	# of Lanes		Sat. Flow (pc/h/ln)	Exit Ramp:
				# of Lanes		1		2		1			
				Lane Type		R	T-R	T	L-T	L			
No	1900		L							R			No
Speed Limit:		1	L-T							T-R			Speed Limit:
			T			Traffic Signal				T	1	* 1689	
			T-R							L-T			
30	1900	1	R							L			30
				L	L-T	T	T-R	R					
										Lane Type			
										# of Lanes			

**Consider using 1900 pc/h/ln*

Sat. Flow Rate (pc/h/ln)				

Speed Limit:	30
Exit Ramp:	No

Bureau of Traffic Operations

Last Updated: 4/7/2022

SERVICE:
3 #2 LTP SERVICE FED FROM OGDEN AND PROSPECT CITY "EB" SATELLITE FEEDER 120/240V, NO METER

FLASH PROGRAM:
2400-0600 HRS.; NB-YELLOW, EB-RED (EX. SUMMERFEST - 0200-0600 HRS.)

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PHASE - TIMING DATA (PHASE + KEY)

FUNCTION	KEY	1	2	3	4	5	6	7	8
MAX I	0		**68**		**21**		**68**		**21**
MAX II / HFDW	1								
WALK	2		**7**		**13**				**13**
FDW	3		**7**		**8**				**8**
MAX INITIAL	4								
MIN GREEN	5		**14**		**12**		**14**		**12**
TIME BEFORE REDUCTION	6								
TIME TO REDUCE	7								
OBSERVE GAP	8								
PASSAGE	9								**3**
MINIMUM GAP	A								
ADDED / ACTUATION	B								
YELLOW	C						**4**		**3.5**
RED CLEARANCE	D						**1.5**		**2**
RED REVERT	E								
WALK II	F								

PHASE FUNCTIONS (0 + KEY)

FUNCTION	KEY	1	2	3	4	5	6	7	8
VEHICLE RECALL	0		**X**				**X**		
PED. RECALL	1		**X**						
RED LOCK	2								
YELLOW LOCK	3								
PERMIT	4		**X**		**X**		**X**		**X**
PED PHASES	5		**X**		**X**				**X**
LEAD PHASES	6	**X**		**X**		**X**		**X**	
DUAL ENTRY	7		**X**		**X**		**X**		**X**
SEQ TIMING	8								
START UP GREEN	9		**X**				**X**		
OVERLAP A	A								
OVERLAP B	B								
OVERLAP C	C								
OVERLAP D	D								
EXCLUSIVE	E								
SIM GAP	F								

PHASE ASSIGNMENT DESCRIPTION

PHASE 1: **SPARE**

PHASE 2: **W. X-WALK**

PHASE 3: **SPARE**

PHASE 4: **N. X-WALK** ACT.

PHASE 5 **SPARE**

PHASE 6 **NB PROSPECT**

PHASE 7 **SPARE**

PHASE 8 **EB CURTIS S. X-WALK** ACT.

OVERLAP A

OVERLAP B

OVERLAP C

OVERLAP D

OVERLAP E

OVERLAP F

TIME IN: **1-30-18 1020**

SOFTWARE: **W4IKS.60**

SIGNAL NO: **1067**

LOCATION:

E. CURTIS PL.

&

N. PROSPECT AV.

PROGRAM:
CRD. PL. 4: 1500-1800 HRS. EX. S/S/H
CRD. PL. 7: 0600-0900 HRS. EX. S/S/H

SYSTEM DATA
MASTER: MASON AND WATER
PRO. CL.: MASON AND WATER
FL. CL.: LOCAL

PROGRAM INST:

AUXILLARY EQUIPMENT:

CHECKED BY:		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES: **B-11-508-T**
DESIGNED BY: **KAP**	DRAWN BY: **KAP**	DATE: **7/18/17**	**DRAWING NO: B-16-744-T**	

170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA

FUNCTION		COORDINATION PLAN								
		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	0	**90**			**90**			**90**		
FORCE OFF PH 1	1									
FORCE OFF PH 2	2	**0**			**0**			**0**		
FORCE OFF PH 3	3									
FORCE OFF PH 4	4	**35**			**35**			**35**		
FORCE OFF PH 5	5									
FORCE OFF PH 6	6	**0**			**0**			**0**		
FORCE OFF PH 7	7									
FORCE OFF PH 8	8	**35**			**35**			**35**		
OFFSET (SECONDS)	9	**64**			**35**			**2**		
PERMISSIVE LENGTH	A	**0**			**0**			**0**		
MAXIMUM DWELL	B	**15**			**15**			**15**		

FUNCTION	KEY	PHASE							
		1	2	3	4	5	6	7	8
COORD PLAN 1									
LEAD PHASES	C	**X**		**X**		**X**		**X**	
COORD PHASES	D		**X**				**X**		
PERM 2 PHASES	E								
MIN RECALL	F		**X**				**X**		
COORD PLAN 2									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								
COORD PLAN 3									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								
COORD PLAN 4									
LEAD PHASES	C	**X**		**X**		**X**		**X**	
COORD PHASES	D		**X**				**X**		
PERM 2 PHASES	E								
MIN RECALL	F		**X**				**X**		
COORD PLAN 5									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								

FUNCTION	KEY	PHASE							
		1	2	3	4	5	6	7	8
COORD PLAN 6									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								
COORD PLAN 7									
LEAD PHASES	C	**X**		**X**		**X**		**X**	
COORD PHASES	D		**X**				**X**		
PERM 2 PHASES	E								
MIN RECALL	F		**X**				**X**		
COORD PLAN 8									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								
COORD PLAN 9									
LEAD PHASES	C								
COORD PHASES	D								
PERM 2 PHASES	E								
MIN RECALL	F								

LOCATION: **E. CURTIS PL. & N. PROSPECT AV.**

DATE: **7/18/17**

SUPERSEDES: **B-11-508-T**

SUPERSEDED:

DESIGNED BY:	DRAWN BY:	CHECKED BY:	APPROVED:	
KAP	**KAP**	**0**		**DRAWING: B-16-744-T**

170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS

FUNCTION	KEY	PHASE NUMBER 1	2	3	4	5	6	7	8
B + O + KEY									
SAMPLE DET	C								
ADV. WARN PH	E								
MRI PHASES	F								X
B + A + KEY									
FLASH YELLOW	C		X				X		
FLASH CIRCUIT	D								
TOD/DOW MAX	E								
OL B SWICH P	F								
B + B + KEY									
OL FL YELLOW	C								
OL FL CIRC	D								
TOD/DOW PED	E								
OL B SWITCH P	F								
B + C + KEY									
COORD MAX	C								
TOD RED REST	D								
OL A SWITCH P	E								
OL D SWITCH P	F								
C + F + KEY									
OVERLAP E	9								
OVERLAP F	8								
RED REST	A								
MAX RECALL	B								
FLASH GREEN	C								
FLASH WALK	D								
ADV WALK	E								
RESTR PHASE	F								
C + KEY									
START UP YEL	9								
EV A	A								
EV B	B								
EV C	C								
EV D	D								
HANDICAP PED	E								
E + KEY									
RR CLEAR PH	B								
RR PERMIT	C								
RR OL PERMIT	D								

LOCATION:

E. CURTIS PL.

&

N. PROSPECT AV.

FUNCTION		KEY	VAL
B + O + KEY			
MODE (0-4)		4	**2**
MASTER (0=OFF)		5	**0**
C + F + KEY			
PAGE ID		0	
OL A RED		4	
OL B RED		5	
OL C RED		6	
OL D RED		7	
D + KEY 1 + KEY 2			
FLOATING PED		2E	
ID NUMBER		2F	**67**
COORD PED RECALL		3E	**0**
REST IN WALK		3F	**1**
ADV WARN E O G		4E	
ADV WARN S O G		4F	
RR RED CLEAR		5E	
RR RED COLOR		5F	
EV MIN AFT C		7E	
EV INDICATORS		7F	
B + A + KEY			
PERM 2 P1		9	
PERM 2 P2		A	
PERM 2 P3		B	
B + C + KEY			
PERM 2 P7		9	
PERM 2 P8		A	
PERM 2 P9		B	
B + B + KEY			
PERM 2 P4		9	
PERM 2 P5		A	
PERM 2 P6		B	
E + KEY			
EV A	DELAY	0	
	MIN	1	
EV B	DELAY	2	
	MIN	3	
EV C	DELAY	4	
	MIN	5	
EV D	DELAY	6	
	MIN	7	
OL RED REVERT		8	
RR	MIN	9	
	DELAY	A	

FUNCTION		KEY	VAL
9 + KEY			
SHORT POWER DOWN		0	**4**
LONG POWER DOWN		1	**4**
EV A DEL TYPE		2	
EV B DEL TYPE		3	
EV C DEL TYPE		4	
EV D DEL TYPE		5	
RR DEL TYPE		6	
PED INHIBIT		7	
OL A	GREEN	8	
	YELLOW	9	
OL B	GREEN	A	
	YELLOW	B	
OL C	GREEN	C	
	YELLOW	D	
OL D	GREEN	E	
	YELLOW	F	
E + F + KEY			
RR MAX II		0	
PED PERM PLAN 1		1	**14**
PED PERM PLAN 2		2	
PED PERM PLAN 3		3	
PED PERM PLAN 4		4	**14**
PED PERM PLAN 5		5	
PED PERM PLAN 6		6	
PED PERM PLAN 7		7	**14**
PED PERM PLAN 8		8	
PED PERM PLAN 9		9	
A + 3 + KEY			
SAMPLING DETECTION		9	
LEFT TURN TYPE		A	
C + KEY			
TRIGGERS ON IN FLASH		8	**2**

DESIGNED BY: **KAP**

DRAWN BY: **KAP**

CHECKED BY: **0**

DATE: **7/18/17**

SUPERSEDES:

B-11-508-T

SUPERSEDED BY:

DRAWING NO:

B-16-744-T

170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS
NORMAL PROGRAM

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	80							81	82	83	17	CO							C1	C2	C3
	X	X	X	X	X	X	X	00	00	33											
2	84							85	86	87	18	C4							C5	C6	C7
	X	X	X	X	X	X	X	06	00	32											
3	88							89	8A	8B	19	C8							C9	CA	CB
	X						X	06	00	1											
4	8C							8D	8E	8F	20	CC							CD	CE	CF
		X	X	X	X	X		06	00	7											
5	90							91	92	93	21	DO							D1	D2	D3
		X	X	X	X	X		09	00	1											
6	94							95	96	97	22	D4							D5	D6	D7
		X	X	X	X	X		15	00	4											
7	98							99	9A	9B	23	D8							D9	DA	DB
		X	X	X	X	X		18	00	1											
8	9C							9D	9E	9F	24	DC							DD	DE	DF
9	AO							A1	A2	A3	25	EO							E1	E2	E3
10	A4							A5	A6	A7	26	E4							E5	E6	E7
11	A8							A9	AAE	AB	27	E8							E9	EA	EB
12	AC							AD	AE	AF	28	EC							ED	EE	EF
13	BO							B1	B2	B3	29	FO							F1	F2	F3
14	B4							B5	B6	B7	30	F4							F5	F6	F7
15	B8							B9	BA	BB	31	F8							F9	FA	FB
16	BC							BD	BE	BF	32	FC							FD	FE	FF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	**1-18**		OUTPUT B	**72**	**82**
RED REST	**25**	**24**	OUTPUT C	**73**	**83**
MAX RECALL	**27**	**26**	OUTPUT D	**74**	**84**
PED RECALL	**29**	**28**	TIME TRANSFER (PAGE 1)	**101**	
FLASH	**33**	**32**	TIME TRANSFER (PAGE 2)	**102**	
WALK II	**55**	**54**	TIME TRANSFER (PAGE 0)	**100**	
OUTPUT A	**71**	**81**	MAX II	**129**	**128**

LOCATION: **E. CURTIS PL. & N. PROSPECT AV.**			CHECKED BY: **0**	SUPERSEDES: **B-11-508-T** SUPERSEDED BY:
DESIGNED BY: **KAP**	DRAWN BY: **KAP**	DATE: **7/18/17**	APPROVED BY:	**DRG. NO.: B-16-744-T**

170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS
SUMMERFEST PROGRAM

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	80							81	82	83	17	CO							C1	C2	C3
	X	X	X	X	X	X	X	02	00	33											
2	84							85	86	87	18	C4							C5	C6	C7
	X	X	X	X	X	X	X	06	00	32											
3	88							89	8A	8B	19	C8							C9	CA	CB
	X						X	06	00	1											
4	8C							8D	8E	8F	20	CC							CD	CE	CF
		X	X	X	X	X		06	00	7											
5	90							91	92	93	21	DO							D1	D2	D3
		X	X	X	X	X		09	00	1											
6	94							95	96	97	22	D4							D5	D6	D7
		X	X	X	X	X		15	00	4											
7	98							99	9A	9B	23	D8							D9	DA	DB
		X	X	X	X	X		18	00	1											
8	9C							9D	9E	9F	24	DC							DD	DE	DF
9	AO							A1	A2	A3	25	EO							E1	E2	E3
10	A4							A5	A6	A7	26	E4							E5	E6	E7
11	A8							A9	AAE	AB	27	E8							E9	EA	EB
12	AC							AD	AE	AF	28	EC							ED	EE	EF
13	BO							B1	B2	B3	29	FO							F1	F2	F3
14	B4							B5	B6	B7	30	F4							F5	F6	F7
15	B8							B9	BA	BB	31	F8							F9	FA	FB
16	BC							BD	BE	BF	32	FC							FD	FE	FF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	**1-18**		OUTPUT B	**72**	**82**
RED REST	**25**	**24**	OUTPUT C	**73**	**83**
MAX RECALL	**27**	**26**	OUTPUT D	**74**	**84**
PED RECALL	**29**	**28**	TIME TRANSFER (PAGE 1)	**101**	
FLASH	**33**	**32**	TIME TRANSFER (PAGE 2)	**102**	
WALK II	**55**	**54**	TIME TRANSFER (PAGE 0)	**100**	
OUTPUT A	**71**	**81**	MAX II	**129**	**128**

LOCATION: **E. CURTIS PL. & N. PROSPECT AV.**			CHECKED BY: **0**	SUPERSEDES: **B-11-508-T** SUPERSEDED BY:
DESIGNED BY: **KAP**	DRAWN BY: **KAP**	DATE: **7/18/17**	APPROVED BY:	**DRG. NO.: B-16-744-T**

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NB PROSPECT	SPARE	EB CURTIS	SPARE	SPARE	SPARE			SPARE				W. X-WALK	N/S X-WALKS		

LOCATION

E. CURTIS PL.

&

N. PROSPECT AV.

SHADED COMBINATIONS
ARE NOT PERMITTED
DIODES FOR CONFLICTING
INDICATIONS

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
3	4	5	6	7	8	9	10	11	12	13	14	15	16		
4	5	6	7	8	9	10	11	12	13	14	15	16			
5	6	7	8	9	10	11	12	13	14	15	16				
6	7	8	9	10	11	12	13	14	15	16					
7	8	9	10	11	12	13	14	15	16						
8	9	10	11	12	13	14	15	16							
9	10	11	12	13	14	15	16								
10	11	12	13	14	15	16									
11	12	13	14	15	16										
12	13	14	15	16											
13	14	15	16												
14	15	16													
15	16														
16															

CABINET SWITCH LOCATIONS

1	2	13	3	4	14	5	6

CONFLICT MONITOR CONNECTIONS

NB		WXW	EB		N/S XWS		
1R	2R	13R	3R	4R	14R	5R	6R
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y
1G	2G	13G	3G	4G	14G	5G	6G

MONITOR IN SERVICE:

DRG. NO: B-16-744-T

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

Date: 10/27/18

Signal No: 1099

Service: 2 #4 LTP SERVICE FED FROM WEPCO MH IN THE NE QUADRANT OF INTERSECTION

Master: LOCAL

Cabinet/Controller: P1 CABINET, COBALT SHELF MOUNT CONTROLLER- SOFTWARE VERSION 2.65

Auxiliary Equipment: TSP ENABLED

Flash Program: NONE-EMERGENCY ALL RED

Program Notes:

DAY PLAN 1: WEEKEND (SAT, SUN), DAY PLAN 2: WEEKDAY (MON-FRI)
ACTION PLAN 1: OFFPEAK, ACTION PLAN 4: 1500-1800, ACTION PLAN 7: 0600-0900
PE 3: EB FIRE CALL. DISPLAYS EB/WB GREEN, MAX DELAY 20.5 SEC, DET DIST > 1400 FT
PE 4: WB FIRE CALL. DISPLAYS EB/WB GREEN, MAX DELAY 20.5 SEC, DET DIST > 1400 FT
PE 5: WB STREETCAR. DISPLAYS WB TRANSIT SIGNAL
PE 6: EB STREETCAR. DISPLAYS EB/WB GREEN, NXW, SXW

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8
Description	WXW (ACT)	SB		WB NXW		EXW	WB STREETCAR	EB SXW
Overlap	**A (1)**	**B (2)**	**C (3)**	**D (4)**	**E (5)**	**F (6)**	**G (7)**	**H (8)**
Description				PE CONF.				

Controller Sequence (MM)1-1-1

All Sequences (1-16) REMEMBER TO COPY SEQUENCE 1 TO ALL SEQUENCES

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring 1	1	2		4												
Ring 2		6	7	8												

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X		X		X	X	X								
Exclusive PED																

Load Switch Assignments (MMU Channel) (MM)1-3

Switch	Phase/ Overlap	Type	Dimming				Flash		
			Red	Yellow	Green	Dark	Power	Auto	Toge-ther
1	4	O				+			
2	2	V				+	R	R	X
3						+			
4	4	V				+	R	R	
5						-			
6						-			
7	7	V				-	R	R	
8	8	V				-	R	R	
9	1	P				+			X
10	4	P				+			
11	6	P				-			X
12	8	P				-			
13						+			
14						-			
15						+			
16						-			

Ethernet (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.0.0.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1
Link Speed/Duplex: 100/HALF
Drop-out Time: 10

SDLC Port 1 Config (MM)1-4-1

Term & Facility: "X" FOR BIU 1 AND 2
Detector Rack: "X" FOR BIU 1

Enable MMU Extended Status: Yes
Enable SDLC Stop Time: No
Enable 3 Crit. RFEs Lockup: Yes
MMU to CU SDLC Ext. Start: Enabled

ECPIP (MM)1-5-6

Controller Address: 0

Color Check Enable (MM) 1-4-3

ENABLE COLOR CHECK: 'X'

MMU/LOAD SWITCH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RED		X		X				X								
YELLOW		X		X				X								
GREEN		X		X				X	X	X	X	X				

Designed By: KAP **Checked By:** SCR **Approved By:**

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:**

Controller Timing Plan (MM)2-1

All Timing Plans (1-4) REMEMBER TO COPY TIMING PLAN 1 TO ALL TIMING PLANS

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	9	12		12		12	18	12								
BK Min Green																
CS Min Green																
Delay Green																
Walk	7			7		7		7								
Walk 2																
Walk Max																
Ped Clear	9			10		10		10								
Ped Clear 2																
Ped Clear Max																
Ped CO																
Vehicle Ext																
Vehicle Ext 2																
Max 1	16	57		21		57	18	21								
Max 2																
Max 3																
DYM Max																
DYM Stp																
Yellow	3	4		4		4	4	4								
Red Clear	0	2.5		2		2.5	4	2								
Red Max																
Red Revert																
ACT B4																
SEC/ACT																
Max Int																
Time B4																
Cars Wt																
STPT Duc																
Time To Reduce																
Min Gap																

Vehicle Overlaps (MM)2-2

Vehicle/Pedestrian Overlaps (MM)2-3

Included	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED OL 4																
PED OL 6																
PED OL 8																

Guaranteed Minimum Time Data (MM)2-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green		12		12		12	18	12								
Walk																
Ped Clear	9			10		10		10								
Yellow	3	4		4		4	4	4								
Red Clr	0	2.5		2		2.5	4	2								
OVL Green																

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

Controller Start/Flash (MM) 2-5

Start Up

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase		G				W										
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Overlap																

Flash > Mon: No Flash Time: 10 All Red: 6 Pwr Start Seq: 1 MUTCD: Yes

Y>G: Yes

Automatic Flash

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry				X				X								
Exit		X				X										
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Exit																

Flash > Mon: No Exit Flash: W Min Flash: 8 Min Recall: Yes Cycle Thru Phase: Yes

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Dual Entry				X				X								

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: NO

Free Input DISables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

All Timing Plans (1-4) **MANUALLY CHANGE FOR PLANS 2-4**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X		X		X		X								
Ped Recall				X		X		X								
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Coordination Options (MM)3-1

Manual Pattern:	Auto
System Source:	TBC
Splits In:	Seconds
Transition:	ADDONLY
Dwell/Add Time:	90
Dly Coord Wk-Lz:	No
Offset Reference:	Yellow
Pedestrian Recall:	Yes
Local Zero Override:	No
Re-Sync Count:	3

ECPI Coordination:	Yes
System Format:	STD
Offset In:	Seconds
Max Select:	Max1
Enable Man Sync:	No
Force Off:	Fixed
Cal Use Ped Tm:	No
Ped Reserve:	No
Fo Add Ini Grn:	Yes
Multisync:	No

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

Pattern Data (MM)3-2

Coordinator Pattern – 1 - OFFPEAK COPY PATTERN 1 TO ALL PATTERNS AND MANUALLY CHANGE 4 AND 7

Split Pattern	1		
Cycle	90	Std (COS)	0
Offset Value	0	Dwell/Add Time	0
Actuated Coord	Yes	Timing Plan	1
Actuated Walk Rest	Yes	Sequence	1
Phase Reservice	No	Action Plan	1
Max Select	None	Force Off	Fixed

Coordinator Pattern – 4 - PM

Split Pattern	4		
Cycle	90	Std (COS)	0
Offset Value	2	Dwell/Add Time	0
Actuated Coord	Yes	Timing Plan	1
Actuated Walk Rest	Yes	Sequence	1
Phase Reservice	No	Action Plan	4
Max Select	None	Force Off	Fixed

Coordinator Pattern – 7 - AM

Split Pattern	7		
Cycle	90	Std (COS)	0
Offset Value	62	Dwell/Add Time	0
Actuated Coord	Yes	Timing Plan	1
Actuated Walk Rest	Yes	Sequence	1
Phase Reservice	No	Action Plan	7
Max Select	None	Force Off	Fixed

Split Pattern Data (MM)3-3

Split Pattern – 1 - OFFPEAK COPY SPLIT PATTERN 1 TO ALL PATTERNS AND MANUALL CHANGE 4 AND 7

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Splits (seconds)	19	44		26		63	1	26	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Split Pattern – 4 - PM

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Splits (seconds)	19	44		26		63	1	26	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Split Pattern – 7 - AM

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Splits (seconds)	19	44		26		63	1	26	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

Action Plan (MM)5-2 COPY ACTION PLAN 1 TO ALL PLANS AND MANUALLY CHANGE 4, 7, AND 99 (IF NECESSARY)

Action Plan – 1 - OFFPEAK

Pattern	1	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Diming Enable	No		

Action Plan – 4 - PM

Pattern	4	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Diming Enable	No		

Action Plan – 7- AM

Pattern	7	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Diming Enable	No		

Action Plan – 99 – NIGHT FLASH

Pattern	1	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	NO	Red Rest	No
Veh Det Diag Plan	1	Ped Det Diag Plan	1
Diming Enable	No		

Day Plan (MM)5-3

Day Plan – 1 – SAT, SUN

Event	Action Plan	Start Time
1	1	00:00
2	0	00:00

Day Plan – 2 – MON-FRI

Event	Action Plan	Start Time
1	7	06:00
2	1	09:00
3	4	15:00
4	1	18:00
5	0	00:00

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/ Month	Week of Month/ Year	Day Plan
1	FIXED	1	1	0	1
2	FIXED	12	24	0	1
3	FIXED	12	25	0	1
4	FIXED	7	4	0	1
5	FLOAT	5	2	4	1
6	FLOAT	9	2	1	1
7	FLOAT	11	5	4	1
8	FLOAT	11	6	4	1

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

Preempt Plan (MM)4-1 (Note: Engineering Department to set minimum entrance times)Remember to remove "override flash", add exit to coord

Preempt Plan 3 - Enable: YES

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X				X								
Dwell Overlap																

Preempt Plan 4 - Enable: YES

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X				X								
Dwell Overlap																

Preempt Plan 5 - Enable: YES

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle							X									
Dwell PED																

Preempt Plan 6 - Enable: YES

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X				X								
Dwell PED				X				X								

Vehicle Detector Assignment Plan (MM)6-1

All Plans

Detector	Call Phase	Call Phase																Type
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
2		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
3		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
4		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
5		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
6		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
7		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
8		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
9		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
10		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
11		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
12		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
13		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
14		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
15		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
16		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N

Ped Detector Options (MM)6-3

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Logic Processor Statement Control (MM)1-8-1

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5
LP 1-15	E	E	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	E	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	E	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP 16 IF PREEMPT INPUT FOR WESTBOUND STREETCAR (PE5) IS ON, CALL PHASE 7

LP 31 STREETCAR CLEARANCE INTERVAL

N. FARWELL AVE. & E. OGDEN AVE.

DRAWING NO: B-18-802-T **SUPERCEDES:** B-18-792-T **TIME IN SERVICE:** 10/27/18 @ 1400

(MM)4-3 TSP/SCP SPLIT PLAN

TSP/SCP PLAN	1	2	3	4	5	6
SP/SCP ENA	NO					
SIGNAL TYPE						
DET LOCK						
DELAY TIME						
MAX PRESENCE						
PMT ENA RESVR						
NO DELAY IN TSP						
ACT SF INHIBIT						
RESERVICE CYCLS						
BUS HEADING						
TSP OR SCP:	TSP					
FREE DEFAULT PLAN:	120					

SET TO P

X IF SET TO P

TIME TO DELAY AFTER CHECKIN TO SERVE

MAX TIME TO HOLD CALL ACTIVE

ALLOWS FOR TSP AFTER PREEMPT

NO DELAY COUNT IF TSP IS GREEN

SPECIFY SPEC. FUNCTIONS TO INHIBIT TSP

OF CYCLES BETWEEN RESERVING

UNUSED UNLESS METRO RAPID

TSP/SCP PHASE

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TSP/SCP 1-EB																
TSP/SCP 2-WB																

(MM)4-4 TSP SPLIT PATTERN

Split Pattern – 1,4,7 - TSP

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX RDTN	0	0	0		0	0	0									
MIN GRN	19	32	0	27	19	32	13	27								

(MM)4-2 PREEMPT FILTERING & TSP/SCP		
FILTERED INPUT	SOLID	PULSING
1	BYPASSED	PREEMPT 6
2	BYPASSED	PREEMPT 5
3	PREEMPT 3	BYPASSED
4	BYPASSED	BYPASSED

P1 CABINET

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	PE CONF LIGHTS	SB FARWELL	SPARE	WB OGDEN	SPARE	SPARE	WB STREETCAR	EB OGDEN	W. X-WALK	N. X-WALK	E. X-WALK	S. X-WALK	.	.	.	.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
	4	5	6	7	8	9	10	11	12	13	14	15	16			
	5	6	7	8	9	10	11	12	13	14	15	16				
	6	7	8	9	10	11	12	13	14	15	16					
	7	8	9	10	11	12	13	14	15	16						
	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
	10	11	12	13	14	15	16									
	11	12	13	14	15	16										
	12	13	14	15	16											
	13	14	15	16												
	14	15	16													
	15	16														
	16															

LOCATION

N. FARWELL AVE.

&

E. OGDEN AVE.

SHADED COMBINATIONS ARE PERMITTED

DETECTOR RACK

BIU 1	SW 1	SW 2	SW 3	SW 4	SW 5	SW 6	SW 7	SW 8	SW 9	SW 10
									PE6	PE3
									PE5	PE4

LOAD SWITCH LOCATIONS

1	2	3	4	5	6
7	8	9	10	11	12

	CONF	SB	-	WB	-	-
	-	R		R		
EB CONF. →	PE	Y		Y		
WB CONF. →	PE	G		G		

SCWB	EB	WXW	NXW	EXW	SXW
R	R	DW	DW	DW	DW
-	Y	-	-	-	-
G	G	W	W	W	W

NOTE: SET MINIMUM FLASH TIME IN MMU TO 8 SEC

NOTE: DISABLE RED FAIL MONITORING AND FIELD CHECK FOR LOAD SWITCH 7 (NO LOAD ON FLASHING GREEN DURING STREETCAR CLEARANCE INTERVAL)

NOTE: DISABLE DUAL INDICATION MONITORING FOR LS 1

MMU PROGRAM (MM)1-4-2

```
MMU PROGRAM [   MANUAL]   ERROR                v
      CH 6 5 4 3 2 1 0 9 8 7 6 5 4 3 2
       1 . . . . X X X X X X . . X . X
       2 . . . . . X . . . . . . . . .
       3 . . . . . . . . . . . . . .
       4 . . . . X . X . X . . .
       5 . . . . . . . . . . . .
       6 . . . . . . . . . . . .
       7 . . . . X . X . .
       8 . . . . X . X .
       9 . . . . . X .
      10 . . . . X .
      11 . . . . .
      12 . . . .
      13 . . .
      14 . .
```

DRG. NO: B-18-802-T

ELECTRICAL:

3 #4/1 #8 LTP SERVICE FED FROM CITY "EB"
TRANSCLOSURE @ KILBOURN & PROSPECT
120V/240V NO METER.

FLASHING PROGRAM :

2400-0600 HRS.; NB-YELLOW, E/W-RED
(EX. SUMMERFEST - 0200-0600 HRS.)

FLASH OUTPUT ASSIGN.

	1	2	3	4	5	6	7	8
8		X						
9	X			X				
A	X							
B								
C								

AUXILLARY EQUIPMENT:

VISUAL DETECTOR SYSTEM (ITERIS)
FOR WB DRIVEWAY (ACT. 1/2)

PROGRAM:

ACT. 1 & 2: WB DRIVEWAY (CAMERA INPUTS)

SPLIT 2: ON N. X-WALK ACT. (VIA SPECIAL ACTUATION - CANCELS EBLT ARROWS)

CYCLE 2: 1500-1800 HRS. EX. S/S/H
CYCLE 3: 0600-0900 HRS. EX. S/S/H

NOTE: EBLT ARROWS OPERATE AS LAG ARROWS ON WB DRIVEWAY ACT.

TIME IN SERVICE: **12-14-17 @ 1715**

SIGNAL #: **1066**

FUNCTION	KEY	VAL
D+4+KEY		
# OF INTER	6	**17**
TYPE OF CAB.	7	**2**
B+1+KEY		
ACT. 1 LOCK	0	
ACT. 2 LOCK	1	
ACT. 1 DELAY	2	
ACT. 2 DELAY	3	
PRE-EMPT 1 LOCK	5	
PRE-EMPT 2 LOCK	6	
PRE-EMPT 3 LOCK	7	
PRE-EMPT 1 DELAY	8	
PRE-EMPT 2 DELAY	9	
PRE-EMPT 3 DELAY	A	
B+3+KEY		
LONG POWER DOWN	0	**4**
SHORT POWER DOWN	1	**4**
SPECIAL ACT. FUNCTIONS		
ACT. SIGNAL PLAN	2	
ACT. CYCLE	3	
ACT. SPLIT	4	**2**
ACT. OFFSET	5	
RESET INTERVAL	6	**2**
# OF CYCLES	7	**1**
NO T.B.C. FALL BACK	8	
CRD. FROM ACT. MSTR.	9	
C+C+KEY		
DWELL METHOD A	A	**0**
COORD. MODE	E	**1**
COORD. MASTER	F	

SYSTEM DATA:
MASTER: **MASON AND WATER**
PRO. CL.: **MASON AND WATER**
FL. CL.: **LOCAL**

INTERVAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4			
	OFFSET 1			**59**	OFFSET 1			**35**	OFFSET 1			**1**	OFFSET 1			
	OFFSET 2				OFFSET 2				OFFSET 2				OFFSET 2			
	OFFSET 3				OFFSET 3				OFFSET 3				OFFSET 3			
	OFFSET 4				OFFSET 4				OFFSET 4				OFFSET 4			
	MAX. DWELL			**58**	MAX. DWELL			**58**	MAX. DWELL			**58**	MAX. DWELL			
	CYCLE LENGTH SEC				CYCLE LENGTH SEC				CYCLE LENGTH SEC				CYCLE LENGTH SEC			
	90	**90**	**0**	**0**	**90**	**90**	**0**	**0**	**90**	**90**	**0**	**0**	**0**	**0**	**0**	**0**
	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
1	**2**	**2**			**2**	**2**			**2**	**2**						
2	**0**	**4**			**0**	**4**			**0**	**4**						
3	**0**	**12**			**0**	**12**			**0**	**12**						
4	**0**	**8**			**0**	**8**			**0**	**8**						
5	**0**	**4**			**0**	**4**			**0**	**4**						
6	**4**	**0**			**4**	**0**			**4**	**0**						
7	**5**	**0**			**5**	**0**			**5**	**0**						
8	**3**	**0**			**3**	**0**			**3**	**0**						
9	**4**	**0**			**4**	**0**			**4**	**0**						
10	**0**	**0**			**0**	**0**			**0**	**0**						
11	**8**	**0**			**8**	**0**			**8**	**0**						
12	**4**	**0**			**4**	**0**			**4**	**0**						
13	**1.5**	**1.5**			**1.5**	**1.5**			**1.5**	**1.5**						
14	**43**	**43**			**43**	**43**			**43**	**43**						
15	**0**	**0**			**0**	**0**			**0**	**0**						
16	**11.5**	**11.5**			**11.5**	**11.5**			**11.5**	**11.5**						
17	**4**	**4**			**4**	**4**			**4**	**4**						
18																
19																
20																
21																
22																
23																
24																

LOCATION:

E. OGDEN AV.
&
N. PROSPECT AV.

DESIGNED BY: **KAP**	DRAWN BY: **KAP**	SUPERSEDES: **B-17-709-T**
CHECKED BY: **SCR**	APPROVED BY: **JCB**	SUPERSEDED BY:
DATE: **12/13/17**	**DRG. NO.: B-17-758-T**	

SIGNAL PLAN #1

INTERVAL	NB PROSPECT	"	"	SPARE	"	"	E/W X-WALKS	"	EB OGDEN	"	"	WB DRIVEWAY	"	"	N. X-WALK	"	EBLT	"	"	S. X-WALK	"	"
	R	Y	G	-	-	-	DW	W	R	Y	G	R	Y	G	DW	W	R	-	← G	DW	-	W
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	1						1		1			1			1		1			1		
2	2						2		2					2		2	2					2
3	3						3				3			3		3	3					3
4	4						4				4			4	F		4			F		
5	5						5			5			5		5		5			5		
6	6						6		6					6	6		6					6
7	7						7				7			7	7		7					7
8	8						8				8			8	8		8					8
9	9						9				9		9		9		9					9
10	10						10				10	10			10				10			10
11	11						11				11	11			11				11	F		
12	12						12			12		12			12		12			12		
13	13						13		13			13			13		13			13		
14			14					14	14			14			14		14			14		
15			15					15	15			15			15		15			15		
16			16				F		16			16			16		16			16		
17		17					17		17			17			17		17			17		
18																						
19																						
20																						
21																						
22																						
23																						
24																						

INTERVAL														SPARE			SPARE	
														-			-	
	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
1																		
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		
11																		
12																		
13																		
14																		
15																		
16																		
17																		
18																		
19																		
20																		
21																		
22																		
23																		
24																		

INTERVAL	ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
1						1	2			0	1
2										5	2
3										5	3
4										5	4
5										5	5
6	10	1	10	1						5	6
7	10	2	10	2						5	7
8	10	0	10	0						5	8
9	10	2	10	2						5	9
10										5	10
11										5	11
12										5	12
13						1	1.5			5	13
14										5	14
15										5	15
16										5	16
17						1	4			5	17
18											18
19											19
20											20
21											21
22											22
23											23
24											24

LOCATION : **E. OGDEN AV. & N. PROSPECT AV.**	CYCLE XFER	1	FLASH ENTRY	13	DWELL	14	PLAN OPERATES **ALL TIMES EX. FLASH**	DATE **12/13/17**
	SPLIT XFER	1	FLASH EXIT	14	INITALIZATION	14		
	DESIGNED BY: **KAP**		DRAWN BY **KAP**		CHECKED BY **SCR**		APPROVED BY **JCB**	

SUPERSEDES	**B-17-709-T**
SUPERSEDED BY	
DRG. NO.:	**B-17-758-T**

TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM
NORMAL OPERATION

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	A80							A81	A82	A83	17	ACO							AC1	AC2	AC3
	X	X	X	X	X	X	X	00	00	11											
2	A84							A85	A86	A87	18	AC4							AC5	AC6	AC7
	X	X	X	X	X	X	X	06	00	12											
3	A88							A89	A8A	A8B	19	AC8							AC9	ACA	ACB
		X	X	X	X	X		06	00	311											
4	A8C							A8D	A8E	A8F	20	ACC							ACD	ACE	ACF
	X						X	06	00	111											
5	A90							A91	A92	A93	21	ADO							AD1	AD2	AD3
		X	X	X	X	X		09	00	111											
6	A94							A95	A96	A97	22	AD4							AD5	AD6	AD7
		X	X	X	X	X		15	00	211											
7	A98							A99	A9A	A9B	23	AD8							AD9	ADA	ADB
		X	X	X	X	X		18	00	111											
8	A9C							A9D	A9E	A9F	24	ADC							ADD	ADE	ADF
9	AAO							AA1	AA2	AA3	25	AEO							AE1	AE2	AE3
10	AA4							AA5	AA6	AA7	26	AE4							AE5	AE6	AE7
11	AA8							AA9	AAA	AAB	27	AE8							AE9	AEA	AEB
12	AAC							AAD	AAE	AAF	28	AEC							AED	AEE	AEF
13	ABO							AB1	AB2	AB3	29	AFO							AF1	AF2	AF3
14	AB4							AB5	AB6	AB7	30	AF4							AF5	AF6	AF7
15	AB8							AB9	ABA	ABB	31	AF8							AF9	AFA	AFB
16	ABC							ABD	ABE	ABF	32	AFC							AFD	AFE	AFF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
FUNCTION				ON	OFF
COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)				111 - 444	

LOCATION: **E. OGDEN AV. & N. PROSPECT AV.**			CHECKED BY: **SCR**	SUPERSEDES: **B-17-709-T**
				SUPERSEDED BY:
DESIGNED BY: **KAP**	DRAWN BY: **KAP**	DATE: **12/13/17**	APPROVED BY:	**DRG. NO.: B-17-758-T**

TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM
SUMMERFEST PROGRAM

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	A80							A81	A82	A83	17	ACO							AC1	AC2	AC3
	X	**X**	**X**	**X**	**X**	**X**	**X**	**02**	**00**	**11**											
2	A84							A85	A86	A87	18	AC4							AC5	AC6	AC7
	X	**X**	**X**	**X**	**X**	**X**	**X**	**06**	**00**	**12**											
3	A88							A89	A8A	A8B	19	AC8							AC9	ACA	ACB
		X	**X**	**X**	**X**	**X**		**06**	**00**	**311**											
4	A8C							A8D	A8E	A8F	20	ACC							ACD	ACE	ACF
	X						**X**	**06**	**00**	**111**											
5	A90							A91	A92	A93	21	ADO							AD1	AD2	AD3
		X	**X**	**X**	**X**	**X**		**09**	**00**	**111**											
6	A94							A95	A96	A97	22	AD4							AD5	AD6	AD7
		X	**X**	**X**	**X**	**X**		**15**	**00**	**211**											
7	A98							A99	A9A	A9B	23	AD8							AD9	ADA	ADB
		X	**X**	**X**	**X**	**X**		**18**	**00**	**111**											
8	A9C							A9D	A9E	A9F	24	ADC							ADD	ADE	ADF
9	AAO							AA1	AA2	AA3	25	AEO							AE1	AE2	AE3
10	AA4							AA5	AA6	AA7	26	AE4							AE5	AE6	AE7
11	AA8							AA9	AAA	AAB	27	AE8							AE9	AEA	AEB
12	AAC							AAD	AAE	AAF	28	AEC							AED	AEE	AEF
13	ABO							AB1	AB2	AB3	29	AFO							AF1	AF2	AF3
14	AB4							AB5	AB6	AB7	30	AF4							AF5	AF6	AF7
15	AB8							AB9	ABA	ABB	31	AF8							AF9	AFA	AFB
16	ABC							ABD	ABE	ABF	32	AFC							AFD	AFE	AFF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
FUNCTION				ON	OFF
COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)				111 - 444	

LOCATION: **E. OGDEN AV. & N. PROSPECT AV.**			CHECKED BY: **SCR**	SUPERSEDES: **B-17-709-T**
				SUPERSEDED BY:
DESIGNED BY: **KAP**	DRAWN BY: **KAP**	DATE: **12/13/17**	APPROVED BY:	**DRG. NO.: B-17-758-T**

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NB PROSPECT	SPARE	EB OGDEN	WB DRIVEWAY	EBLT	S. X-WALK			SPARE				E/W X-WALKS	N. X-WALK		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
	4	5	6	7	8	9	10	11	12	13	14	15	16			
	5	6	7	8	9	10	11	12	13	14	15	16				
	6	7	8	9	10	11	12	13	14	15	16					
	7	8	9	10	11	12	13	14	15	16						
	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
	10	11	12	13	14	15	16									
	11	12	13	14	15	16										
	12	13	14	15	16											
	13	14	15	16												
	14	15	16													
	15	16														
	16															

LOCATION:

E. OGDEN AV.

&

N. PROSPECT AV.

SHADED COMBINATIONS
ARE NOT PERMITTED
DIODES FOR CONFLICTING
INDICATIONS

CABINET SWITCH LOCATIONS

1	2	13	3	4	14	5	6

CONFLICT MONITOR CONNECTIONS

NB		E/W XWS	EB	WB	NXW	EBLT	SXW
1R	2R	13R	3R	4R	14R	5R	6R
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y
1G	2G	13G	3G	4G	14G	5G	6G

MONITOR IN SERVICE:

DRG. NO: B-17-758-T

Appendix B
Existing Traffic
Peak Hour Analysis Outputs

Year 2023 Existing Traffic

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	0	0	0	10	690
Future Volume (vph)	20	0	0	0	10	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1728	0	1837	0	1694	3388
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1728	0	1837	0	1694	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Adj. Flow (vph)	22	0	0	0	11	750
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	0	11	750
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

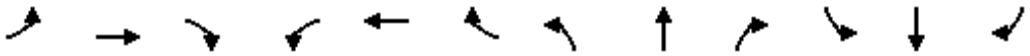
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	0	0	0	10	690
Future Vol, veh/h	20	0	0	0	10	690
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	22	0	0	0	11	750

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.615	-	-	-	4.145	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	-	-	-	2.2285	-
Pot Cap-1 Maneuver	586	0	-	0	1599	-
Stage 1	1013	0	-	0	-	-
Stage 2	651	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	575	-	-	-	1582	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	575	1582	-
HCM Lane V/C Ratio	-	0.038	0.007	-
HCM Control Delay (s)	-	11.5	7.3	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.1	0	-

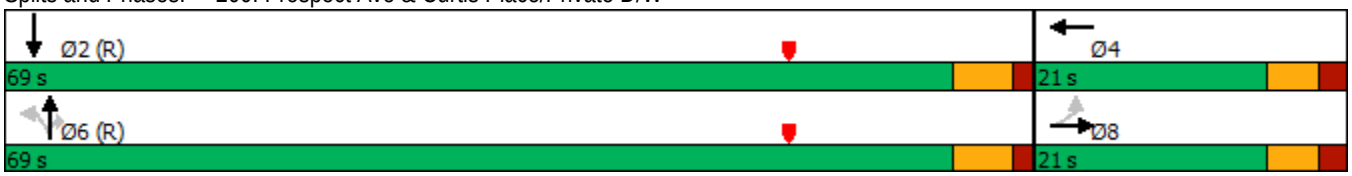


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	0	0	1	1	35	370	25	0	0	0
Future Volume (vph)	5	1	0	0	1	1	35	370	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.960						0.996				
Satd. Flow (prot)	0	1746	0	0	1696	0	0	3342	1477	0	1837	0
Flt Permitted		0.865						0.934				
Satd. Flow (perm)	0	1566	0	0	1696	0	0	3132	1412	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		11	11		3	13		34	34		13
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	5	1	0	0	1	1	38	407	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	2	0	0	445	17	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.02			0.01			0.20	0.02			
Control Delay		31.4			31.0			3.9	3.3			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		31.4			31.0			3.9	3.3			
LOS		C			C			A	A			
Approach Delay		31.4			31.0			3.9				
Approach LOS		C			C			A				

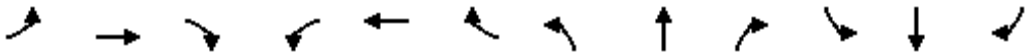
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.20			
Intersection Signal Delay: 4.3		Intersection LOS: A	
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	6	2	445	17
v/c Ratio	0.02	0.01	0.20	0.02
Control Delay	31.4	31.0	3.9	3.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.4	31.0	3.9	3.3
Queue Length 50th (ft)	3	1	30	2
Queue Length 95th (ft)	14	7	37	5
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	269	292	2209	996
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	0.01	0.20	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	0	0	1	1	35	370	25	0	0	0
Future Volume (veh/h)	5	1	0	0	1	1	35	370	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1900	1900	1841	1841	1841	0	1900	0
Adj Flow Rate, veh/h	5	1	0	0	1	1	38	407	17	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	0	0	4	4	4	0	0	0
Cap, veh/h	280	50	0	0	149	149	213	2202	1035	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1201	289	0	0	863	863	236	3121	1467	0	1900	0
Grp Volume(v), veh/h	6	0	0	0	0	2	236	209	17	0	0	0
Grp Sat Flow(s),veh/h/ln	1490	0	0	0	0	1726	1765	1591	1467	0	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.83		0.00	0.00		0.50	0.16		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	330	0	0	0	0	297	1292	1123	1035	0	1341	0
V/C Ratio(X)	0.02	0.00	0.00	0.00	0.00	0.01	0.18	0.19	0.02	0.00	0.00	0.00
Avail Cap(c_a), veh/h	330	0	0	0	0	297	1292	1123	1035	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	0.0	0.0	0.0	30.9	0.3	0.4	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		6			2			462			0	
Approach Delay, s/veh		31.0			30.9			0.3			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		2.2				
Green Ext Time (p_c), s		0.0		0.0		3.0		0.0				

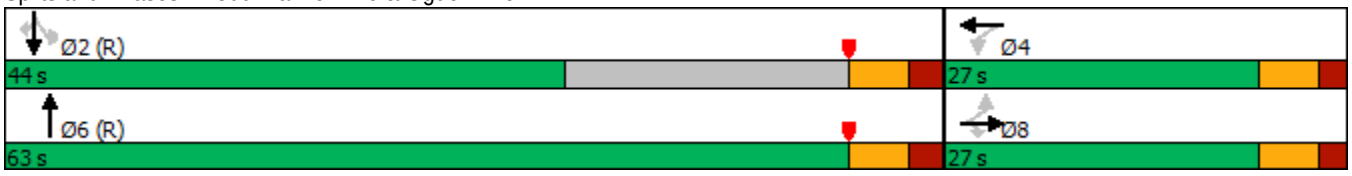
Intersection Summary												
HCM 6th Ctrl Delay			0.8									
HCM 6th LOS			A									

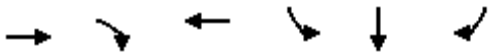
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	60	70	15	20	5	0	0	0	10	615	95
Future Volume (vph)	5	60	70	15	20	5	0	0	0	10	615	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00	0.98		0.99					1.00		0.97
Frt			0.850		0.984							0.850
Flt Protected		0.996			0.981					0.950		
Satd. Flow (prot)	0	1694	1446	0	1527	0	0	1837	0	1694	3388	1491
Flt Permitted		0.975			0.845					0.757		
Satd. Flow (perm)	0	1652	1420	0	1313	0	0	1837	0	1343	3388	1448
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	27		4	4		27	11		6	6		11
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	8%	8%	8%	15%	15%	15%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	5	64	46	16	21	5	0	0	0	11	654	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	46	0	42	0	0	0	0	11	654	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		12.1	12.1		12.1					70.3	70.3	70.3
Actuated g/C Ratio		0.13	0.13		0.13					0.78	0.78	0.78
v/c Ratio		0.31	0.24		0.24					0.01	0.25	0.06
Control Delay		39.3	38.4		40.9					3.5	3.9	3.7
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		39.3	38.4		40.9					3.5	3.9	3.7
LOS		D	D		D					A	A	A
Approach Delay		39.0			40.9						3.9	
Approach LOS		D			D						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

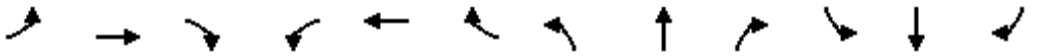
Splits and Phases: 300: Farwell Ave & Ogden Ave





Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	69	46	42	11	654	63
v/c Ratio	0.31	0.24	0.24	0.01	0.25	0.06
Control Delay	39.3	38.4	40.9	3.5	3.9	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	38.4	40.9	3.5	3.9	3.7
Queue Length 50th (ft)	36	24	24	1	54	8
Queue Length 95th (ft)	76	56	56	6	76	19
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	385	331	306	1048	2645	1130
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.14	0.14	0.01	0.25	0.06

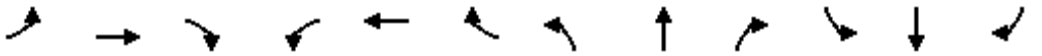
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	60	70	15	20	5	0	0	0	10	615	95
Future Volume (veh/h)	5	60	70	15	20	5	0	0	0	10	615	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.93	0.95		0.88	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	0	1900	0	1856	1856	1856
Adj Flow Rate, veh/h	5	64	46	16	21	5	0	0	0	11	654	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	8	8	15	15	15	0	0	0	3	3	3
Cap, veh/h	49	224	183	104	113	22	0	1388	0	1371	2575	1099
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	44	1717	1399	377	863	168	0	1900	0	1767	3526	1504
Grp Volume(v), veh/h	69	0	46	42	0	0	0	0	0	11	654	63
Grp Sat Flow(s),veh/h/ln	1761	0	1399	1408	0	0	0	1900	0	1767	1763	1504
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	5.5	1.1
Cycle Q Clear(g_c), s	3.2	0.0	2.7	3.2	0.0	0.0	0.0	0.0	0.0	0.2	5.5	1.1
Prop In Lane	0.07		1.00	0.38		0.12	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	0	183	239	0	0	0	1388	0	1371	2575	1099
V/C Ratio(X)	0.25	0.00	0.25	0.18	0.00	0.00	0.00	0.00	0.00	0.01	0.25	0.06
Avail Cap(c_a), veh/h	450	0	327	378	0	0	0	1388	0	1371	2575	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	35.2	34.9	0.0	0.0	0.0	0.0	0.0	3.3	4.0	3.4
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	1.7	1.5	0.0	0.0	0.0	0.0	0.0	0.1	2.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	35.9	35.3	0.0	0.0	0.0	0.0	0.0	3.3	4.3	3.5
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		115			42			0			728	
Approach Delay, s/veh		35.9			35.3			0.0			4.2	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.2		17.8		72.2		17.8				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		7.5		5.2		0.0		5.2				
Green Ext Time (p_c), s		5.3		0.1		0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									



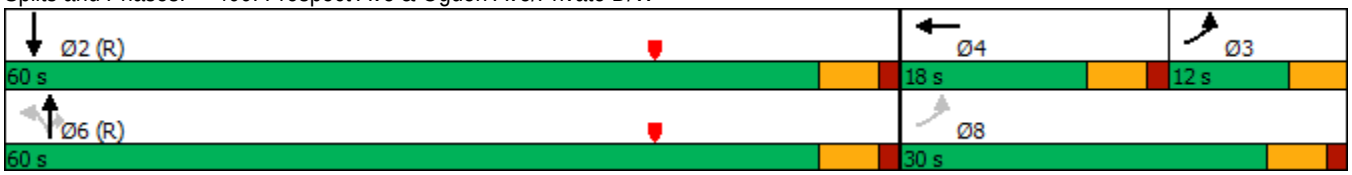
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	0	0	15	5	25	370	1	0	0	0
Future Volume (vph)	65	0	0	0	15	5	25	370	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99			1.00	0.96			
Frt					0.965				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1558	0	0	0	1762	0	0	3378	1516	0	1837	0
Flt Permitted	0.742							0.941				
Satd. Flow (perm)	1212	0	0	0	1762	0	0	3187	1460	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	4		9	9		4	8		20	20		8
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	72	0	0	0	17	6	28	411	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	0	0	0	23	0	0	439	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.19				0.09			0.23	0.00			
Control Delay	21.9				35.0			8.5	7.0			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	21.9				35.0			8.5	7.0			
LOS	C				C			A	A			
Approach Delay		21.9			35.0			8.5				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

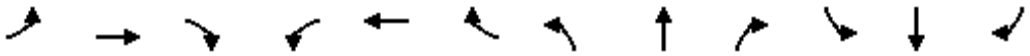


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	72	23	439	1
v/c Ratio	0.19	0.09	0.23	0.00
Control Delay	21.9	35.0	8.5	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.9	35.0	8.5	7.0
Queue Length 50th (ft)	42	12	54	0
Queue Length 95th (ft)	87	34	78	2
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	380	244	1929	884
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.09	0.23	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	0	0	15	5	25	370	1	0	0	0
Future Volume (veh/h)	65	0	0	0	15	5	25	370	1	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	0	0	0	1900	1900	1856	1856	1856	0	1900	0
Adj Flow Rate, veh/h	72	0	0	0	17	6	28	411	1	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	12	0	0	0	0	0	3	3	3	0	0	0
Cap, veh/h	226	0	0	0	185	65	140	1969	917	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1640	72		0	1333	470	158	3251	1515	0	1900	0
Grp Volume(v), veh/h	72	41.0		0	0	23	234	205	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1640	D		0	0	1803	1805	1604	1515	0	1900	0
Q Serve(g_s), s	0.0			0.0	0.0	1.0	0.0	5.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0			0.0	0.0	1.0	5.1	5.2	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.26	0.12		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	226			0	0	250	1138	971	917	0	1151	0
V/C Ratio(X)	0.32			0.00	0.00	0.09	0.21	0.21	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	226			0	0	250	1138	971	917	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.4			0.0	0.0	33.8	8.0	8.0	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.7			0.0	0.0	0.7	0.4	0.5	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0			0.0	0.0	0.9	3.6	3.2	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0			0.0	0.0	34.5	8.4	8.5	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	A	A	A	A	A	A
Approach Vol, veh/h					23			440			0	
Approach Delay, s/veh					34.5			8.5			0.0	
Approach LOS					C			A				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	2.0	3.0		7.2						
Green Ext Time (p_c), s		0.0	0.1	0.0		2.9						

Intersection Summary		
HCM 6th Ctrl Delay		14.0
HCM 6th LOS		B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	720
Future Volume (vph)	0	0	0	0	0	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1837	0	1837	0	0	3388
Flt Permitted						
Satd. Flow (perm)	1837	0	1837	0	0	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	0	0	0	0	783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	783
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	720
Future Vol, veh/h	0	0	0	0	0	720
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	0	0	0	0	0	783

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	394	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2285	-
Pot Cap-1 Maneuver	601	0	-	0	1614	-
Stage 1	1028	0	-	0	-	-
Stage 2	657	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	600	-	-	-	1613	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1613	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	0	0	35	0	0
Future Volume (vph)	10	0	0	35	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1818	0	0	1818	1837	0
Flt Permitted						
Satd. Flow (perm)	1818	0	0	1818	1837	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	11	0	0	38	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	38	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	35	0	0
Future Vol, veh/h	10	0	0	35	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	11	0	0	38	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	49	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1615	-	965	1076
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	965	1076
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1615	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	0	0	20	575
Future Volume (vph)	45	0	0	0	20	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	0	1837	0	1694	3388
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	0	1837	0	1694	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	0%	0%	3%	3%
Adj. Flow (vph)	46	0	0	0	20	587
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	0	20	587
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			

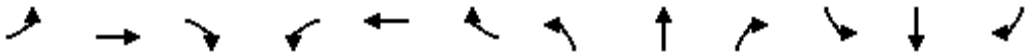
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	0	0	0	20	575
Future Vol, veh/h	45	0	0	0	20	575
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	0	0	3	3
Mvmt Flow	46	0	0	0	20	587

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	347	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.63	-	-	-	4.145	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	-	-	-	2.2285	-
Pot Cap-1 Maneuver	637	0	-	0	1599	-
Stage 1	1011	0	-	0	-	-
Stage 2	697	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	622	-	-	-	1582	-
Mov Cap-2 Maneuver	622	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	622	1582	-
HCM Lane V/C Ratio	-	0.074	0.013	-
HCM Control Delay (s)	-	11.2	7.3	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

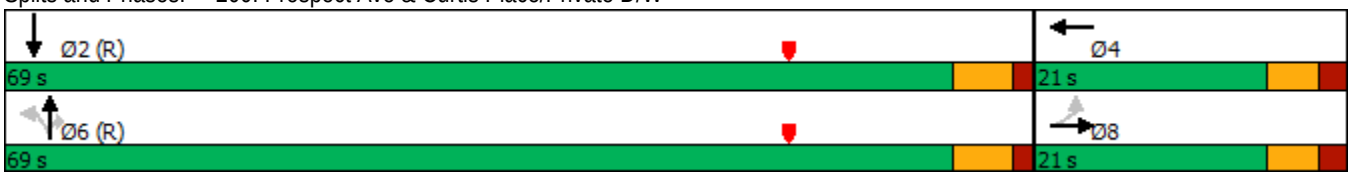


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	0	0	1	1	45	1025	1	0	0	0
Future Volume (vph)	25	1	0	0	1	1	45	1025	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.954						0.998				
Satd. Flow (prot)	0	1622	0	0	1696	0	0	3448	1521	0	1837	0
Flt Permitted		0.775						0.943				
Satd. Flow (perm)	0	1311	0	0	1696	0	0	3256	1454	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		6	6		3	27		32	32		27
Confl. Bikes (#/hr)			1			1			4			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	27	1	0	0	1	1	48	1090	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	2	0	0	1138	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.12			0.01			0.50	0.00			
Control Delay		33.2			31.0			4.9	3.0			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		33.2			31.0			4.9	3.0			
LOS		C			C			A	A			
Approach Delay		33.2			31.0			4.9				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 35 (39%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

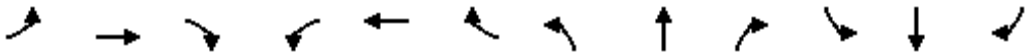
Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	28	2	1138	1
v/c Ratio	0.12	0.01	0.50	0.00
Control Delay	33.2	31.0	4.9	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.2	31.0	4.9	3.0
Queue Length 50th (ft)	14	1	91	0
Queue Length 95th (ft)	38	7	94	m0
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	225	292	2297	1025
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.50	0.00

Intersection Summary

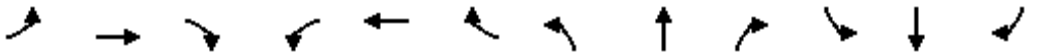
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	0	0	1	1	45	1025	1	0	0	0
Future Volume (veh/h)	25	1	0	0	1	1	45	1025	1	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	27	1	0	0	1	1	48	1090	1	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	8	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	302	10	0	0	149	149	111	2390	1060	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1297	57	0	0	863	863	97	3387	1502	0	1900	0
Grp Volume(v), veh/h	28	0	0	0	0	2	607	531	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1354	0	0	0	0	1726	1854	1630	1502	0	1900	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.96		0.00	0.00		0.50	0.08		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	312	0	0	0	0	297	1351	1150	1060	0	1341	0
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.01	0.45	0.46	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	312	0	0	0	0	297	1351	1150	1060	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	1.1	1.3	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.1	0.7	0.8	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	0.0	0.0	0.0	30.9	1.1	1.3	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		28			2			1139			0	
Approach Delay, s/veh		32.0			30.9			1.2			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		3.6				
Green Ext Time (p_c), s		0.0		0.0		10.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			2.0									
HCM 6th LOS			A									

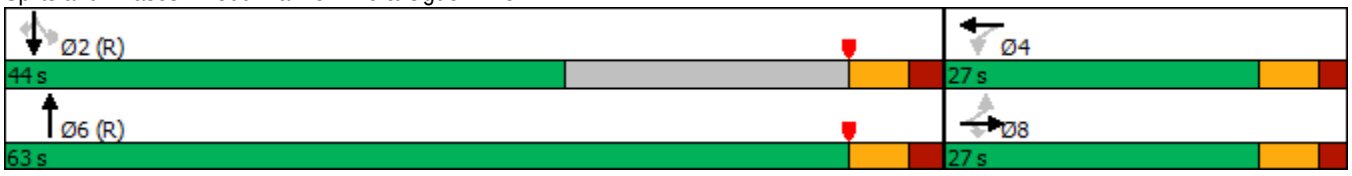


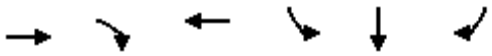
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	90	45	10	25	30	0	0	0	30	480	115
Future Volume (vph)	30	90	45	10	25	30	0	0	0	30	480	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.97	0.97		0.93					0.99		0.96
Frt			0.850		0.938							0.850
Flt Protected		0.988			0.993					0.950		
Satd. Flow (prot)	0	1712	1473	0	1487	0	0	1837	0	1694	3388	1491
Flt Permitted		0.899			0.942					0.757		
Satd. Flow (perm)	0	1512	1433	0	1408	0	0	1837	0	1334	3388	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	60		11	11		60	24		15	15		24
Confl. Bikes (#/hr)			1			4			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	31	94	29	10	26	31	0	0	0	31	500	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	29	0	67	0	0	0	0	31	500	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		13.8	13.8		13.8					63.7	63.7	63.7
Actuated g/C Ratio		0.15	0.15		0.15					0.71	0.71	0.71
v/c Ratio		0.54	0.13		0.31					0.03	0.21	0.07
Control Delay		43.7	33.2		28.5					4.7	5.0	4.8
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		43.7	33.2		28.5					4.7	5.0	4.8
LOS		D	C		C					A	A	A
Approach Delay		41.8			28.5						5.0	
Approach LOS		D			C						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 300: Farwell Ave & Ogden Ave

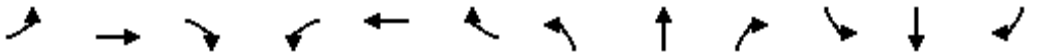




Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	125	29	67	31	500	74
v/c Ratio	0.54	0.13	0.31	0.03	0.21	0.07
Control Delay	43.7	33.2	28.5	4.7	5.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	33.2	28.5	4.7	5.0	4.8
Queue Length 50th (ft)	68	15	36	4	41	10
Queue Length 95th (ft)	116	37	m59	14	73	28
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	352	334	328	943	2397	1013
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.09	0.20	0.03	0.21	0.07

Intersection Summary

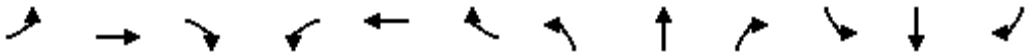
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	90	45	10	25	30	0	0	0	30	480	115
Future Volume (veh/h)	30	90	45	10	25	30	0	0	0	30	480	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.83		0.85	0.92		0.75	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	0	1900	0	1856	1856	1856
Adj Flow Rate, veh/h	31	94	29	10	26	31	0	0	0	31	500	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	7	7	7	0	0	0	3	3	3
Cap, veh/h	85	182	174	58	86	85	0	1384	0	1367	2568	1086
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	264	1368	1311	93	646	637	0	1900	0	1767	3526	1491
Grp Volume(v), veh/h	125	0	29	67	0	0	0	0	0	31	500	74
Grp Sat Flow(s),veh/h/ln	1632	0	1311	1376	0	0	0	1900	0	1767	1763	1491
Q Serve(g_s), s	2.3	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.4	4.0	1.3
Cycle Q Clear(g_c), s	6.2	0.0	1.8	3.9	0.0	0.0	0.0	0.0	0.0	0.4	4.0	1.3
Prop In Lane	0.25		1.00	0.15		0.46	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	174	229	0	0	0	1384	0	1367	2568	1086
V/C Ratio(X)	0.47	0.00	0.17	0.29	0.00	0.00	0.00	0.00	0.00	0.02	0.19	0.07
Avail Cap(c_a), veh/h	422	0	306	362	0	0	0	1384	0	1367	2568	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	34.6	35.5	0.0	0.0	0.0	0.0	0.0	3.4	3.9	3.5
Incr Delay (d2), s/veh	1.3	0.0	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	1.0	2.5	0.0	0.0	0.0	0.0	0.0	0.2	2.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	35.1	36.2	0.0	0.0	0.0	0.0	0.0	3.4	4.0	3.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		154			67			0			605	
Approach Delay, s/veh		37.2			36.2			0.0			4.0	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		18.0		72.0		18.0				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		6.0		5.9		0.0		8.2				
Green Ext Time (p_c), s		4.0		0.3		0.0		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									



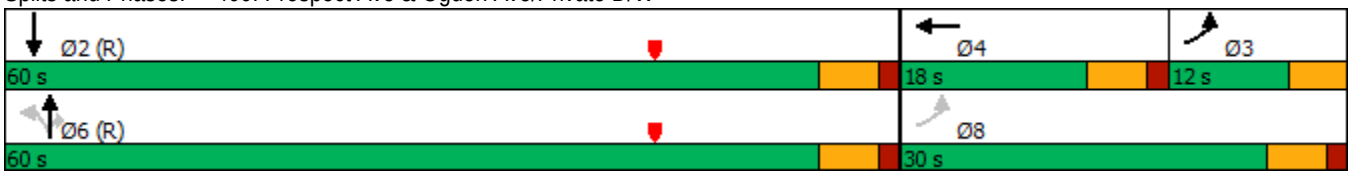
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	0	0	5	1	55	935	10	0	0	0
Future Volume (vph)	110	0	0	0	5	1	55	935	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				0.99			1.00	0.96			
Frt					0.977				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1662	0	0	0	1780	0	0	3445	1546	0	1837	0
Flt Permitted	0.754							0.938				
Satd. Flow (perm)	1297	0	0	0	1780	0	0	3239	1477	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	16		21	21		16	16		29	29		16
Confl. Bikes (#/hr)			1			1			2			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	118	0	0	0	5	1	59	1005	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	0	0	0	6	0	0	1064	7	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.29				0.02			0.54	0.01			
Control Delay	25.2				34.0			11.7	7.1			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	25.2				34.0			11.7	7.1			
LOS	C				C			B	A			
Approach Delay		25.2			34.0			11.7				
Approach LOS		C			C			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 35 (39%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

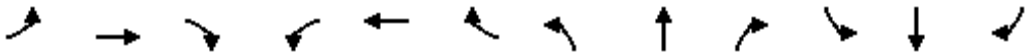


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	118	6	1064	7
v/c Ratio	0.29	0.02	0.54	0.01
Control Delay	25.2	34.0	11.7	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.2	34.0	11.7	7.1
Queue Length 50th (ft)	69	3	171	1
Queue Length 95th (ft)	123	14	223	7
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	407	247	1961	894
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.02	0.54	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	0	0	5	1	55	935	10	0	0	0
Future Volume (veh/h)	110	0	0	0	5	1	55	935	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	0	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	118	0	0	0	5	1	59	1005	7	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	235	0	0	0	211	42	128	2018	924	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1739	118		0	1523	305	138	3333	1526	0	1900	0
Grp Volume(v), veh/h	118	45.0		0	0	6	566	498	7	0	0	0
Grp Sat Flow(s),veh/h/ln	1739	D		0	0	1827	1841	1630	1526	0	1900	0
Q Serve(g_s), s	1.5			0.0	0.0	0.3	0.2	15.6	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5			0.0	0.0	0.3	15.2	15.6	0.2	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.17	0.10		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	235			0	0	254	1159	987	924	0	1151	0
V/C Ratio(X)	0.50			0.00	0.00	0.02	0.49	0.51	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	235			0	0	254	1159	987	924	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.5			0.0	0.0	33.5	10.0	10.1	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.5			0.0	0.0	0.2	1.5	1.8	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1			0.0	0.0	0.2	10.2	9.4	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0			0.0	0.0	33.7	11.5	11.9	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	B	B	A	A	A	A
Approach Vol, veh/h					6			1071			0	
Approach Delay, s/veh					33.7			11.7			0.0	
Approach LOS					C			B				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	3.5	2.3		17.6						
Green Ext Time (p_c), s		0.0	0.1	0.0		8.7						

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	640
Future Volume (vph)	0	0	0	0	0	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1837	0	1837	0	0	3388
Flt Permitted						
Satd. Flow (perm)	1837	0	1837	0	0	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	0	0	0	0	653
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	653
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	640
Future Vol, veh/h	0	0	0	0	0	640
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	0	0	0	0	0	653

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	329	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2285	-
Pot Cap-1 Maneuver	657	0	-	0	1614	-
Stage 1	1028	0	-	0	-	-
Stage 2	708	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	656	-	-	-	1613	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1613	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	45	0	0
Future Volume (vph)	20	0	0	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1801	0	0	1801	1837	0
Flt Permitted						
Satd. Flow (perm)	1801	0	0	1801	1837	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	20	0	0	46	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	0	46	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	45	0	0
Future Vol, veh/h	20	0	0	45	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	20	0	0	46	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	66	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	-	-	4.12	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1596	-	944	1064
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	944	1064
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1596	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	0	0	0	20	620
Future Volume (vph)	35	0	0	0	20	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1728	0	1837	0	1711	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1728	0	1837	0	1711	3421
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%
Adj. Flow (vph)	37	0	0	0	21	660
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	0	21	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

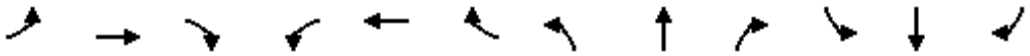
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	0	0	0	20	620
Future Vol, veh/h	35	0	0	0	20	620
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	2	2
Mvmt Flow	37	0	0	0	21	660

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	385	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.615	-	-	-	4.13	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	-	-	-	2.219	-
Pot Cap-1 Maneuver	606	0	-	0	1606	-
Stage 1	1013	0	-	0	-	-
Stage 2	670	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	591	-	-	-	1589	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	591	1589	-
HCM Lane V/C Ratio	-	0.063	0.013	-
HCM Control Delay (s)	-	11.5	7.3	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	-

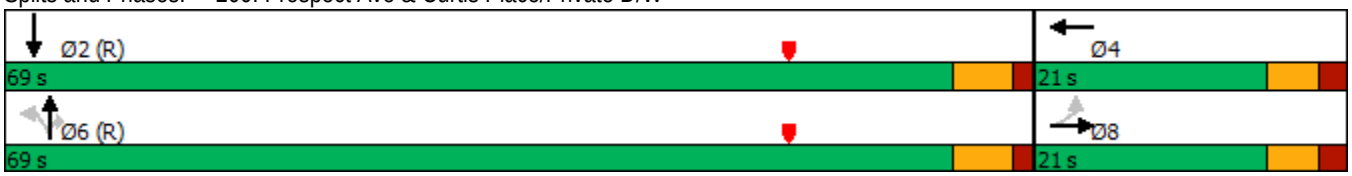


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1	0	0	1	1	30	735	10	0	0	0
Future Volume (vph)	20	1	0	0	1	1	30	735	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.954						0.998				
Satd. Flow (prot)	0	1735	0	0	1696	0	0	3448	1521	0	1837	0
Flt Permitted		0.790						0.946				
Satd. Flow (perm)	0	1429	0	0	1696	0	0	3267	1460	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		1	1		3	18		28	28		18
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	21	1	0	0	1	1	32	782	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	2	0	0	814	7	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.09			0.01			0.35	0.01			
Control Delay		32.5			31.0			4.1	3.0			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		32.5			31.0			4.1	3.0			
LOS		C			C			A	A			
Approach Delay		32.5			31.0			4.1				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 64 (71%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 4.9		Intersection LOS: A	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

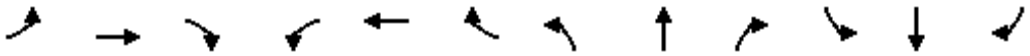
Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	22	2	814	7
v/c Ratio	0.09	0.01	0.35	0.01
Control Delay	32.5	31.0	4.1	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	32.5	31.0	4.1	3.0
Queue Length 50th (ft)	11	1	65	1
Queue Length 95th (ft)	32	7	66	m2
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	246	292	2305	1030
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.35	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1	0	0	1	1	30	735	10	0	0	0
Future Volume (veh/h)	20	1	0	0	1	1	30	735	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	21	1	0	0	1	1	32	782	7	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	313	13	0	0	149	149	104	2399	1065	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1361	76	0	0	863	863	87	3400	1509	0	1900	0
Grp Volume(v), veh/h	22	0	0	0	0	2	434	380	7	0	0	0
Grp Sat Flow(s),veh/h/ln	1438	0	0	0	0	1726	1857	1630	1509	0	1900	0
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.95		0.00	0.00		0.50	0.07		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	326	0	0	0	0	297	1353	1150	1065	0	1341	0
V/C Ratio(X)	0.07	0.00	0.00	0.00	0.00	0.01	0.32	0.33	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	326	0	0	0	0	297	1353	1150	1065	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	31.3	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.1	0.4	0.4	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	0.0	0.0	0.0	0.0	30.9	0.6	0.8	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		22			2			821			0	
Approach Delay, s/veh		31.7			30.9			0.7			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		3.1				
Green Ext Time (p_c), s		0.0		0.0		6.2		0.0				

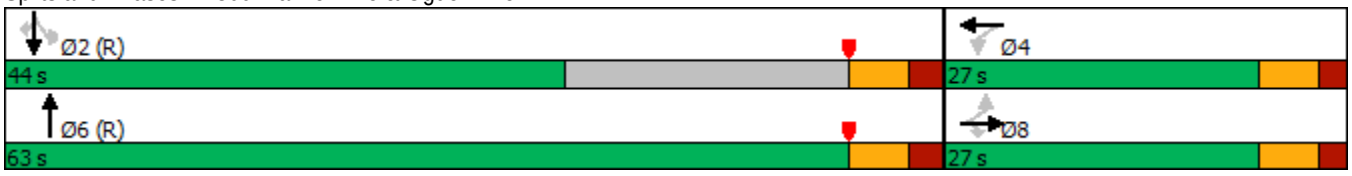
Intersection Summary												
HCM 6th Ctrl Delay			1.6									
HCM 6th LOS			A									

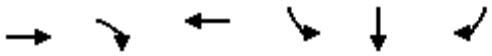
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	75	45	10	15	20	0	0	0	30	495	125
Future Volume (vph)	25	75	45	10	15	20	0	0	0	30	495	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.97	0.97		0.94					0.98		0.96
Frt			0.850		0.941							0.850
Flt Protected		0.988			0.989					0.950		
Satd. Flow (prot)	0	1712	1473	0	1472	0	0	1837	0	1711	3421	1506
Flt Permitted		0.898			0.903					0.757		
Satd. Flow (perm)	0	1512	1435	0	1340	0	0	1837	0	1339	3421	1443
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	56		10	10		56	27		22	22		27
Confl. Bikes (#/hr)			1			2			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	6%	6%	6%	9%	9%	9%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	27	80	30	11	16	21	0	0	0	32	527	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	30	0	48	0	0	0	0	32	527	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		13.1	13.1		13.1					69.3	69.3	69.3
Actuated g/C Ratio		0.15	0.15		0.15					0.77	0.77	0.77
v/c Ratio		0.49	0.14		0.25					0.03	0.20	0.07
Control Delay		42.9	34.5		42.0					4.3	4.2	4.3
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		42.9	34.5		42.0					4.3	4.2	4.3
LOS		D	C		D					A	A	A
Approach Delay		41.0			42.0						4.2	
Approach LOS		D			D						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

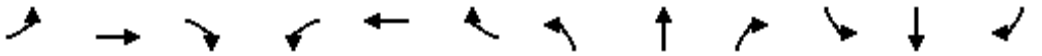
Splits and Phases: 300: Farwell Ave & Ogden Ave





Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	107	30	48	32	527	82
v/c Ratio	0.49	0.14	0.25	0.03	0.20	0.07
Control Delay	42.9	34.5	42.0	4.3	4.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	34.5	42.0	4.3	4.2	4.3
Queue Length 50th (ft)	58	15	22	4	42	11
Queue Length 95th (ft)	105	39	44	14	72	28
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	352	334	312	1030	2632	1110
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.09	0.15	0.03	0.20	0.07

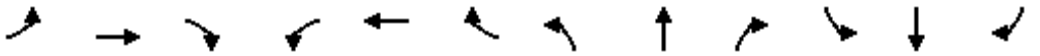
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	75	45	10	15	20	0	0	0	30	495	125
Future Volume (veh/h)	25	75	45	10	15	20	0	0	0	30	495	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.82		0.86	0.91		0.77	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1767	1767	1767	0	1900	0	1870	1870	1870
Adj Flow Rate, veh/h	27	80	30	11	16	21	0	0	0	32	527	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	9	9	9	0	0	0	2	2	2
Cap, veh/h	84	183	175	71	79	78	0	1385	0	1379	2591	1093
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	256	1385	1325	164	597	592	0	1900	0	1781	3554	1499
Grp Volume(v), veh/h	107	0	30	48	0	0	0	0	0	32	527	82
Grp Sat Flow(s),veh/h/ln	1642	0	1325	1354	0	0	0	1900	0	1781	1777	1499
Q Serve(g_s), s	0.9	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.4	4.2	1.4
Cycle Q Clear(g_c), s	5.0	0.0	1.8	2.7	0.0	0.0	0.0	0.0	0.0	0.4	4.2	1.4
Prop In Lane	0.25		1.00	0.23		0.44	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	175	228	0	0	0	1385	0	1379	2591	1093
V/C Ratio(X)	0.40	0.00	0.17	0.21	0.00	0.00	0.00	0.00	0.00	0.02	0.20	0.08
Avail Cap(c_a), veh/h	424	0	309	359	0	0	0	1385	0	1379	2591	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	34.7	35.1	0.0	0.0	0.0	0.0	0.0	3.4	3.9	3.5
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	1.1	1.7	0.0	0.0	0.0	0.0	0.0	0.2	2.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	0.0	35.1	35.5	0.0	0.0	0.0	0.0	0.0	3.4	4.1	3.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		137			48			0			641	
Approach Delay, s/veh		36.6			35.5			0.0			4.0	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.1		17.9		72.1		17.9				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		6.2		4.7		0.0		7.0				
Green Ext Time (p_c), s		4.3		0.2		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									



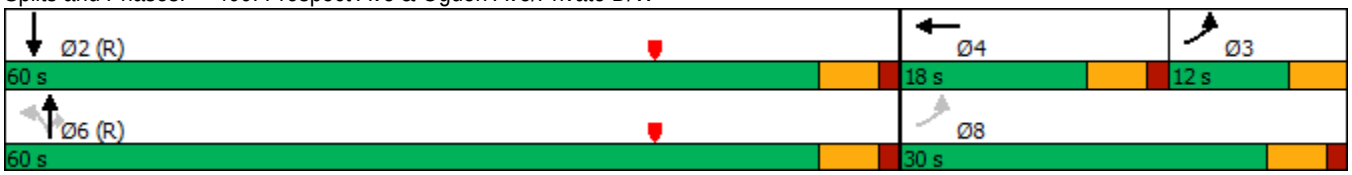
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	0	0	0	1	1	40	670	5	0	0	0
Future Volume (vph)	105	0	0	0	1	1	40	670	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				0.98			1.00	0.95			
Frt					0.932				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1646	0	0	0	1671	0	0	3445	1546	0	1837	0
Flt Permitted	0.757							0.940				
Satd. Flow (perm)	1290	0	0	0	1671	0	0	3246	1475	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	16		20	20		16	13		31	31		13
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	109	0	0	0	1	1	42	698	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	0	0	0	2	0	0	740	3	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.27				0.01			0.38	0.00			
Control Delay	43.7				33.5			9.8	7.0			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	43.7				33.5			9.8	7.0			
LOS	D				C			A	A			
Approach Delay		43.7			33.5			9.7				
Approach LOS		D			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 59 (66%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

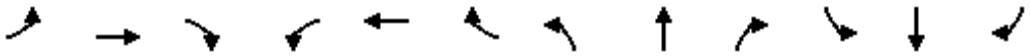


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	109	2	740	3
v/c Ratio	0.27	0.01	0.38	0.00
Control Delay	43.7	33.5	9.8	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	43.7	33.5	9.8	7.0
Queue Length 50th (ft)	63	1	103	1
Queue Length 95th (ft)	114	8	138	4
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	404	232	1965	893
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.01	0.38	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	0	0	0	1	1	40	670	5	0	0	0
Future Volume (veh/h)	105	0	0	0	1	1	40	670	5	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	0	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	109	0	0	0	1	1	42	698	3	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	233	0	0	0	118	118	128	2019	923	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1725	109		0	849	849	138	3333	1525	0	1900	0
Grp Volume(v), veh/h	109	44.0		0	0	2	394	346	3	0	0	0
Grp Sat Flow(s),veh/h/ln	1725	D		0	0	1697	1841	1630	1525	0	1900	0
Q Serve(g_s), s	1.1			0.0	0.0	0.1	0.0	9.6	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1			0.0	0.0	0.1	9.4	9.6	0.1	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.50	0.11		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	233			0	0	236	1159	987	923	0	1151	0
V/C Ratio(X)	0.47			0.00	0.00	0.01	0.34	0.35	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	233			0	0	236	1159	987	923	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.5			0.0	0.0	33.4	8.8	8.9	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.6			0.0	0.0	0.1	0.8	1.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7			0.0	0.0	0.1	6.7	6.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0			0.0	0.0	33.5	9.6	9.9	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	A	A	A	A	A	A
Approach Vol, veh/h					2			743			0	
Approach Delay, s/veh					33.5			9.7			0.0	
Approach LOS					C			A				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	3.1	2.1		11.6						
Green Ext Time (p_c), s		0.0	0.1	0.0		5.3						

Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	660
Future Volume (vph)	0	0	0	0	0	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1837	0	1837	0	0	3421
Flt Permitted						
Satd. Flow (perm)	1837	0	1837	0	0	3421
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	0	0	0	0	0	702
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	702
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	660
Future Vol, veh/h	0	0	0	0	0	660
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	0	0	0	0	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	353	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.219	-
Pot Cap-1 Maneuver	636	0	-	0	1621	-
Stage 1	1028	0	-	0	-	-
Stage 2	689	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	635	-	-	-	1620	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	0	30	0	0
Future Volume (vph)	20	0	0	30	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1818	0	0	1818	1837	0
Flt Permitted						
Satd. Flow (perm)	1818	0	0	1818	1837	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	21	0	0	32	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	32	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	30	0	0
Future Vol, veh/h	20	0	0	30	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	21	0	0	32	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	53	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1601	-	960	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1601	-	960	1062
Mov Cap-2 Maneuver	-	-	-	-	960	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1601	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Appendix C
Build Traffic
Peak Hour Analysis Outputs

Year 2023 Full Build Traffic

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	0	0	55	700
Future Volume (vph)	45	0	0	0	55	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1728	0	1837	0	1694	3388
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1728	0	1837	0	1694	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Adj. Flow (vph)	49	0	0	0	60	761
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	0	60	761
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

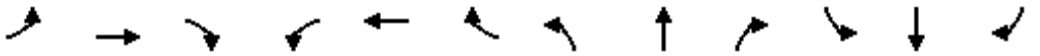
Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	0	0	0	55	700
Future Vol, veh/h	45	0	0	0	55	700
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	49	0	0	0	60	761

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.615	-	-	-	4.145	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	-	-	-	2.2285	-
Pot Cap-1 Maneuver	507	0	-	0	1599	-
Stage 1	1013	0	-	0	-	-
Stage 2	577	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	482	-	-	-	1582	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	482	1582	-
HCM Lane V/C Ratio	-	0.101	0.038	-
HCM Control Delay (s)	-	13.3	7.4	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	-

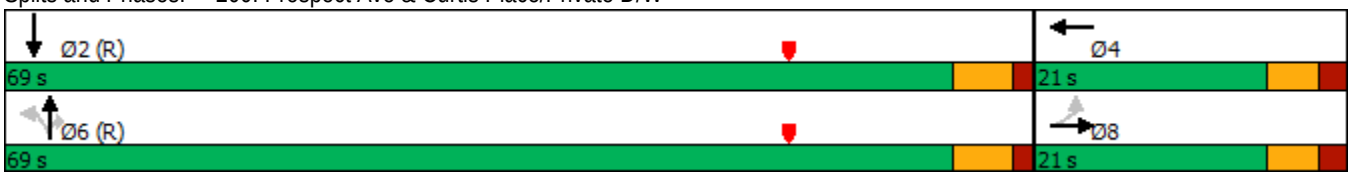


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	0	0	1	1	95	375	25	0	0	0
Future Volume (vph)	30	1	0	0	1	1	95	375	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.954						0.990				
Satd. Flow (prot)	0	1735	0	0	1696	0	0	3322	1477	0	1837	0
Flt Permitted		0.762						0.889				
Satd. Flow (perm)	0	1379	0	0	1696	0	0	2977	1412	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		11	11		3	13		34	34		13
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	4%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	33	1	0	0	1	1	104	412	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	2	0	0	516	17	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.14			0.01			0.25	0.02			
Control Delay		33.5			31.0			4.0	3.1			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		33.5			31.0			4.0	3.1			
LOS		C			C			A	A			
Approach Delay		33.5			31.0			4.0				
Approach LOS		C			C			A				

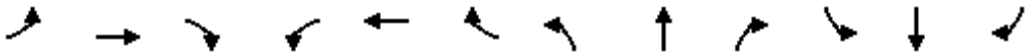
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 32.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	34	2	516	17
v/c Ratio	0.14	0.01	0.25	0.02
Control Delay	33.5	31.0	4.0	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.5	31.0	4.0	3.1
Queue Length 50th (ft)	17	1	35	2
Queue Length 95th (ft)	44	7	43	5
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	237	292	2100	996
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.25	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1	0	0	1	1	95	375	25	0	0	0
Future Volume (veh/h)	30	1	0	0	1	1	95	375	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1900	1900	1841	1841	1841	0	1900	0
Adj Flow Rate, veh/h	33	1	0	0	1	1	104	412	17	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	0	0	4	4	4	0	0	0
Cap, veh/h	316	8	0	0	149	149	482	1858	1035	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1379	49	0	0	863	863	605	2634	1467	0	1900	0
Grp Volume(v), veh/h	34	0	0	0	0	2	268	248	17	0	0	0
Grp Sat Flow(s),veh/h/ln	1429	0	0	0	0	1726	1647	1591	1467	0	1900	0
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.97		0.00	0.00		0.50	0.39		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	325	0	0	0	0	297	1218	1123	1035	0	1341	0
V/C Ratio(X)	0.10	0.00	0.00	0.00	0.00	0.01	0.22	0.22	0.02	0.00	0.00	0.00
Avail Cap(c_a), veh/h	325	0	0	0	0	297	1218	1123	1035	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	31.6	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	0.0	0.0	0.0	30.9	0.4	0.5	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		34			2			533			0	
Approach Delay, s/veh		32.2			30.9			0.4			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		3.8				
Green Ext Time (p_c), s		0.0		0.0		3.5		0.1				

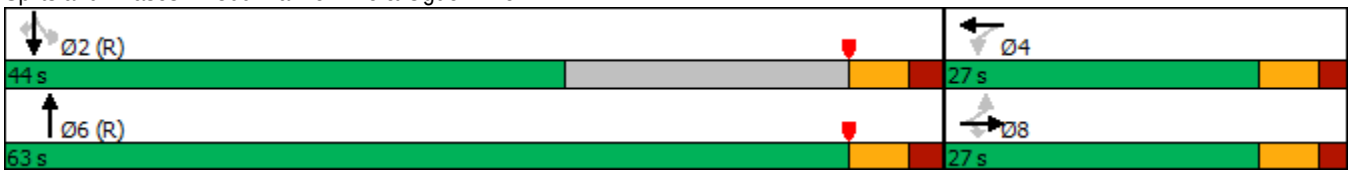
Intersection Summary												
HCM 6th Ctrl Delay			2.4									
HCM 6th LOS			A									

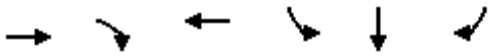
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	80	70	15	20	5	0	0	0	15	640	110
Future Volume (vph)	5	80	70	15	20	5	0	0	0	15	640	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00	0.98		0.99					1.00		0.97
Frt			0.850		0.984							0.850
Flt Protected		0.997			0.981					0.950		
Satd. Flow (prot)	0	1696	1446	0	1527	0	0	1837	0	1694	3388	1491
Flt Permitted		0.981			0.839					0.757		
Satd. Flow (perm)	0	1663	1420	0	1304	0	0	1837	0	1343	3388	1448
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	27		4	4		27	11		6	6		11
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	8%	8%	8%	15%	15%	15%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	5	85	46	16	21	5	0	0	0	16	681	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	46	0	42	0	0	0	0	16	681	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		12.4	12.4		12.4					70.0	70.0	70.0
Actuated g/C Ratio		0.14	0.14		0.14					0.78	0.78	0.78
v/c Ratio		0.39	0.23		0.23					0.02	0.26	0.06
Control Delay		40.7	37.6		40.3					3.8	4.2	3.9
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		40.7	37.6		40.3					3.8	4.2	3.9
LOS		D	D		D					A	A	A
Approach Delay		39.6			40.3						4.1	
Approach LOS		D			D						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 62 (69%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

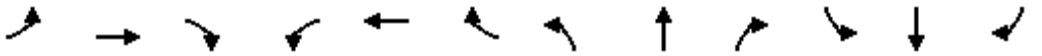
Splits and Phases: 300: Farwell Ave & Ogden Ave





Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	90	46	42	16	681	73
v/c Ratio	0.39	0.23	0.23	0.02	0.26	0.06
Control Delay	40.7	37.6	40.3	3.8	4.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	37.6	40.3	3.8	4.2	3.9
Queue Length 50th (ft)	48	24	24	2	57	10
Queue Length 95th (ft)	92	55	55	8	86	23
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	388	331	304	1044	2633	1125
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.14	0.14	0.02	0.26	0.06

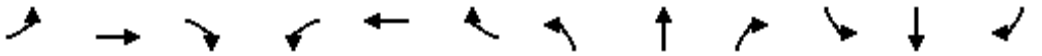
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	80	70	15	20	5	0	0	0	15	640	110
Future Volume (veh/h)	5	80	70	15	20	5	0	0	0	15	640	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.93	0.96		0.88	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	0	1900	0	1856	1856	1856
Adj Flow Rate, veh/h	5	85	46	16	21	5	0	0	0	16	681	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	8	8	15	15	15	0	0	0	3	3	3
Cap, veh/h	47	228	184	99	106	20	0	1386	0	1369	2571	1097
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	34	1732	1399	332	802	153	0	1900	0	1767	3526	1504
Grp Volume(v), veh/h	90	0	46	42	0	0	0	0	0	16	681	73
Grp Sat Flow(s),veh/h/ln	1766	0	1399	1287	0	0	0	1900	0	1767	1763	1504
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.2	5.8	1.2
Cycle Q Clear(g_c), s	4.2	0.0	2.7	4.2	0.0	0.0	0.0	0.0	0.0	0.2	5.8	1.2
Prop In Lane	0.06		1.00	0.38		0.12	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	184	225	0	0	0	1386	0	1369	2571	1097
V/C Ratio(X)	0.33	0.00	0.25	0.19	0.00	0.00	0.00	0.00	0.00	0.01	0.26	0.07
Avail Cap(c_a), veh/h	451	0	327	361	0	0	0	1386	0	1369	2571	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	35.1	34.8	0.0	0.0	0.0	0.0	0.0	3.3	4.1	3.5
Incr Delay (d2), s/veh	0.7	0.0	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	1.7	1.5	0.0	0.0	0.0	0.0	0.0	0.1	3.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	35.8	35.2	0.0	0.0	0.0	0.0	0.0	3.3	4.3	3.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		136			42			0			770	
Approach Delay, s/veh		36.2			35.2			0.0			4.2	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.1		17.9		72.1		17.9				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		7.8		6.2		0.0		6.2				
Green Ext Time (p_c), s		5.6		0.1		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									



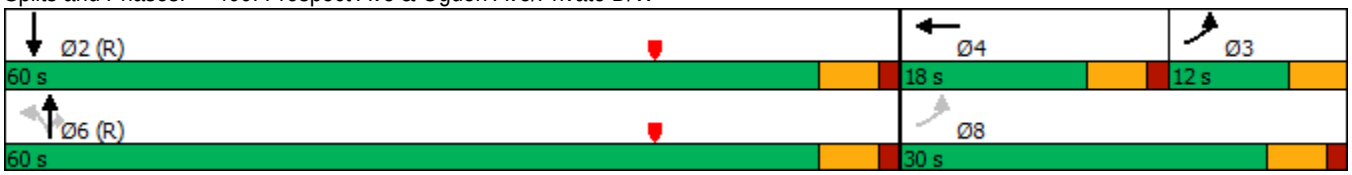
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	0	0	0	15	5	25	410	1	0	0	0
Future Volume (vph)	90	0	0	0	15	5	25	410	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99			1.00	0.96			
Frt					0.965				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1558	0	0	0	1762	0	0	3378	1516	0	1837	0
Flt Permitted	0.742							0.942				
Satd. Flow (perm)	1212	0	0	0	1762	0	0	3190	1460	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	4		9	9		4	8		20	20		8
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	12%	12%	12%	0%	0%	0%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	100	0	0	0	17	6	28	456	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	0	0	0	23	0	0	484	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.26				0.09			0.25	0.00			
Control Delay	23.2				35.0			8.7	7.0			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	23.2				35.0			8.7	7.0			
LOS	C				C			A	A			
Approach Delay		23.2			35.0			8.7				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

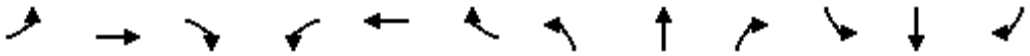


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	100	23	484	1
v/c Ratio	0.26	0.09	0.25	0.00
Control Delay	23.2	35.0	8.7	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.2	35.0	8.7	7.0
Queue Length 50th (ft)	60	12	61	0
Queue Length 95th (ft)	111	34	86	2
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	380	244	1931	884
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.09	0.25	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	0	0	0	15	5	25	410	1	0	0	0
Future Volume (veh/h)	90	0	0	0	15	5	25	410	1	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	0	0	0	1900	1900	1856	1856	1856	0	1900	0
Adj Flow Rate, veh/h	100	0	0	0	17	6	28	456	1	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	12	0	0	0	0	0	3	3	3	0	0	0
Cap, veh/h	226	0	0	0	185	65	128	1984	917	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1640	100		0	1333	470	139	3277	1515	0	1900	0
Grp Volume(v), veh/h	100	43.6		0	0	23	258	226	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1640	D		0	0	1803	1811	1604	1515	0	1900	0
Q Serve(g_s), s	0.6			0.0	0.0	1.0	0.0	5.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6			0.0	0.0	1.0	5.7	5.8	0.0	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.26	0.11		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	226			0	0	250	1141	971	917	0	1151	0
V/C Ratio(X)	0.44			0.00	0.00	0.09	0.23	0.23	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	226			0	0	250	1141	971	917	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.4			0.0	0.0	33.8	8.1	8.2	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.2			0.0	0.0	0.7	0.5	0.6	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3			0.0	0.0	0.9	4.0	3.6	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6			0.0	0.0	34.5	8.6	8.7	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	A	A	A	A	A	A
Approach Vol, veh/h					23			485			0	
Approach Delay, s/veh					34.5			8.6			0.0	
Approach LOS					C			A				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	2.6	3.0		7.8						
Green Ext Time (p_c), s		0.0	0.1	0.0		3.2						

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	0	0	0	10	745
Future Volume (vph)	20	0	0	0	10	745
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950					0.999
Satd. Flow (prot)	1745	0	1837	0	0	3385
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1745	0	1837	0	0	3385
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	22	0	0	0	11	810
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	0	0	821
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	0	0	0	10	745
Future Vol, veh/h	20	0	0	0	10	745
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	22	0	0	0	11	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	429	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2285	-
Pot Cap-1 Maneuver	573	0	-	0	1614	-
Stage 1	1028	0	-	0	-	-
Stage 2	631	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	565	-	-	-	1613	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	565	1613	-
HCM Lane V/C Ratio	-	0.038	0.007	-
HCM Control Delay (s)	-	11.6	7.2	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	45	60	35	25	25
Future Volume (vph)	10	45	60	35	25	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890				0.932	
Flt Protected				0.969	0.976	
Satd. Flow (prot)	1618	0	0	1762	1671	0
Flt Permitted				0.969	0.976	
Satd. Flow (perm)	1618	0	0	1762	1671	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	11	49	65	38	27	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	103	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.8%		ICU Level of Service A	
Analysis Period (min) 15			

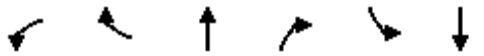
Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	45	60	35	25	25
Future Vol, veh/h	10	45	60	35	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	11	49	65	38	27	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	204	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1550	-	789	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	755	1042
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1550	-
HCM Lane V/C Ratio	0.062	-	-	0.042	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	0	0	0	70	595
Future Volume (vph)	55	0	0	0	70	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1711	0	1837	0	1694	3388
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1711	0	1837	0	1694	3388
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	0%	0%	3%	3%
Adj. Flow (vph)	56	0	0	0	71	607
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	0	71	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.1%		ICU Level of Service A	
Analysis Period (min) 15			

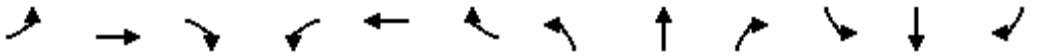
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	0	0	0	70	595
Future Vol, veh/h	55	0	0	0	70	595
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	0	0	3	3
Mvmt Flow	56	0	0	0	71	607

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	459	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.63	-	-	-	4.145	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	-	-	-	2.2285	-
Pot Cap-1 Maneuver	545	0	-	0	1599	-
Stage 1	1011	0	-	0	-	-
Stage 2	612	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	515	-	-	-	1582	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	515	1582	-
HCM Lane V/C Ratio	-	0.109	0.045	-
HCM Control Delay (s)	-	12.8	7.4	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.4	0.1	-

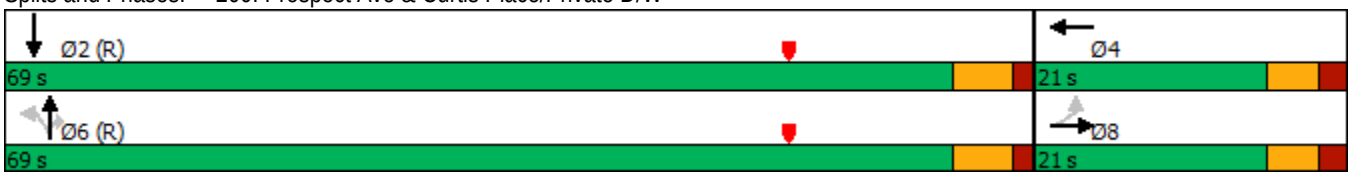


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1	0	0	1	1	120	1025	1	0	0	0
Future Volume (vph)	40	1	0	0	1	1	120	1025	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.953						0.995				
Satd. Flow (prot)	0	1621	0	0	1696	0	0	3438	1521	0	1837	0
Flt Permitted		0.744						0.916				
Satd. Flow (perm)	0	1259	0	0	1696	0	0	3159	1454	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		6	6		3	27		32	32		27
Confl. Bikes (#/hr)			1			1			4			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	43	1	0	0	1	1	128	1090	1	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	2	0	0	1218	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.20			0.01			0.55	0.00			
Control Delay		34.8			31.0			5.1	3.0			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		34.8			31.0			5.1	3.0			
LOS		C			C			A	A			
Approach Delay		34.8			31.0			5.1				
Approach LOS		C			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 35 (39%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

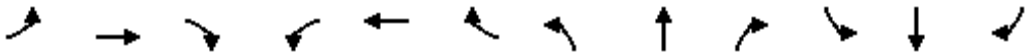
Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	44	2	1218	1
v/c Ratio	0.20	0.01	0.55	0.00
Control Delay	34.8	31.0	5.1	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	34.8	31.0	5.1	3.0
Queue Length 50th (ft)	22	1	98	0
Queue Length 95th (ft)	53	7	101	m0
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	216	292	2228	1025
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.01	0.55	0.00

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1	0	0	1	1	120	1025	1	0	0	0
Future Volume (veh/h)	40	1	0	0	1	1	120	1025	1	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	43	1	0	0	1	1	128	1090	1	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	8	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	305	6	0	0	149	149	273	2183	1060	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1310	36	0	0	863	863	319	3094	1502	0	1900	0
Grp Volume(v), veh/h	44	0	0	0	0	2	640	578	1	0	0	0
Grp Sat Flow(s),veh/h/ln	1346	0	0	0	0	1726	1783	1630	1502	0	1900	0
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.98		0.00	0.00		0.50	0.20		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	311	0	0	0	0	297	1306	1150	1060	0	1341	0
V/C Ratio(X)	0.14	0.00	0.00	0.00	0.00	0.01	0.49	0.50	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	311	0	0	0	0	297	1306	1150	1060	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	1.3	1.6	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	0.0	0.0	0.1	0.9	0.9	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	0.0	0.0	0.0	30.9	1.3	1.6	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		44			2			1219			0	
Approach Delay, s/veh		32.8			30.9			1.4			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		4.5				
Green Ext Time (p_c), s		0.0		0.0		11.6		0.1				

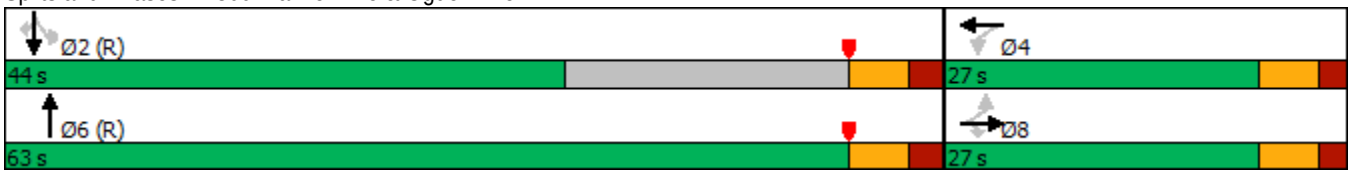
Intersection Summary												
HCM 6th Ctrl Delay			2.6									
HCM 6th LOS			A									

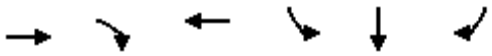
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	115	45	10	25	30	0	0	0	30	490	120
Future Volume (vph)	30	115	45	10	25	30	0	0	0	30	490	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.98	0.97		0.93					0.99		0.96
Frt			0.850		0.938							0.850
Flt Protected		0.990			0.993					0.950		
Satd. Flow (prot)	0	1715	1473	0	1487	0	0	1837	0	1694	3388	1491
Flt Permitted		0.917			0.940					0.757		
Satd. Flow (perm)	0	1551	1433	0	1405	0	0	1837	0	1334	3388	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	60		11	11		60	24		15	15		24
Confl. Bikes (#/hr)			1			4			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	6%	6%	6%	7%	7%	7%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	31	120	29	10	26	31	0	0	0	31	510	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	29	0	67	0	0	0	0	31	510	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		14.7	14.7		14.7					62.8	62.8	62.8
Actuated g/C Ratio		0.16	0.16		0.16					0.70	0.70	0.70
v/c Ratio		0.60	0.12		0.29					0.03	0.22	0.08
Control Delay		44.6	31.9		26.6					5.1	5.4	5.2
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		44.6	31.9		26.6					5.1	5.4	5.2
LOS		D	C		C					A	A	A
Approach Delay		42.5			26.6						5.4	
Approach LOS		D			C						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 2 (2%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 300: Farwell Ave & Ogden Ave

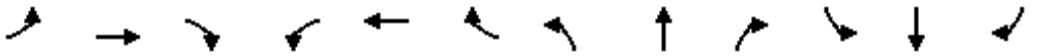




Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	151	29	67	31	510	78
v/c Ratio	0.60	0.12	0.29	0.03	0.22	0.08
Control Delay	44.6	31.9	26.6	5.1	5.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	31.9	26.6	5.1	5.4	5.2
Queue Length 50th (ft)	82	14	34	5	44	12
Queue Length 95th (ft)	135	37	m52	15	79	31
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	361	334	327	930	2364	999
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.09	0.20	0.03	0.22	0.08

Intersection Summary

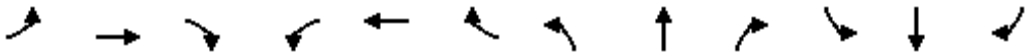
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	115	45	10	25	30	0	0	0	30	490	120
Future Volume (veh/h)	30	115	45	10	25	30	0	0	0	30	490	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.86		0.85	0.92		0.75	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	0	1900	0	1856	1856	1856
Adj Flow Rate, veh/h	31	120	29	10	26	31	0	0	0	31	510	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6	7	7	7	0	0	0	3	3	3
Cap, veh/h	79	196	174	56	81	78	0	1383	0	1367	2567	1085
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	234	1473	1311	78	607	589	0	1900	0	1767	3526	1491
Grp Volume(v), veh/h	151	0	29	67	0	0	0	0	0	31	510	78
Grp Sat Flow(s),veh/h/ln	1707	0	1311	1274	0	0	0	1900	0	1767	1763	1491
Q Serve(g_s), s	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.4	4.1	1.4
Cycle Q Clear(g_c), s	7.3	0.0	1.8	7.3	0.0	0.0	0.0	0.0	0.0	0.4	4.1	1.4
Prop In Lane	0.21		1.00	0.15		0.46	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	174	215	0	0	0	1383	0	1367	2567	1085
V/C Ratio(X)	0.55	0.00	0.17	0.31	0.00	0.00	0.00	0.00	0.00	0.02	0.20	0.07
Avail Cap(c_a), veh/h	436	0	306	348	0	0	0	1383	0	1367	2567	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	34.6	35.5	0.0	0.0	0.0	0.0	0.0	3.4	3.9	3.5
Incr Delay (d2), s/veh	1.7	0.0	0.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.0	1.0	2.5	0.0	0.0	0.0	0.0	0.0	0.2	2.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	35.0	36.3	0.0	0.0	0.0	0.0	0.0	3.4	4.1	3.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		180			67			0			619	
Approach Delay, s/veh		38.1			36.3			0.0			4.0	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		18.0		72.0		18.0				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		6.1		9.3		0.0		9.3				
Green Ext Time (p_c), s		4.1		0.2		0.0		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



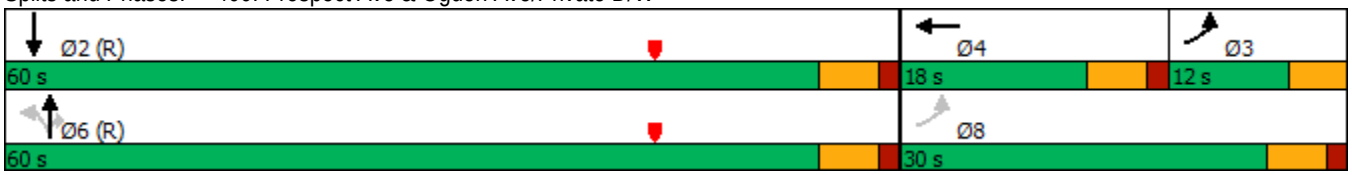
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	0	0	0	5	1	55	985	10	0	0	0
Future Volume (vph)	135	0	0	0	5	1	55	985	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				0.99			1.00	0.96			
Frt					0.977				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1662	0	0	0	1780	0	0	3445	1546	0	1837	0
Flt Permitted	0.754							0.939				
Satd. Flow (perm)	1297	0	0	0	1780	0	0	3242	1477	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	16		21	21		16	16		29	29		16
Confl. Bikes (#/hr)			1			1			2			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	145	0	0	0	5	1	59	1059	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	0	0	0	6	0	0	1118	7	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.36				0.02			0.57	0.01			
Control Delay	26.2				34.0			12.1	7.1			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	26.2				34.0			12.1	7.1			
LOS	C				C			B	A			
Approach Delay		26.2			34.0			12.1				
Approach LOS		C			C			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 35 (39%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

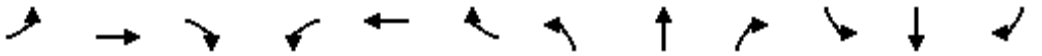


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	145	6	1118	7
v/c Ratio	0.36	0.02	0.57	0.01
Control Delay	26.2	34.0	12.1	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.2	34.0	12.1	7.1
Queue Length 50th (ft)	86	3	184	1
Queue Length 95th (ft)	146	14	240	7
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	407	247	1963	894
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.02	0.57	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	0	0	0	5	1	55	985	10	0	0	0
Future Volume (veh/h)	135	0	0	0	5	1	55	985	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	0	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	145	0	0	0	5	1	59	1059	7	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	235	0	0	0	211	42	124	2023	924	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1739	145		0	1523	305	131	3341	1526	0	1900	0
Grp Volume(v), veh/h	145	49.5		0	0	6	595	523	7	0	0	0
Grp Sat Flow(s),veh/h/ln	1739	D		0	0	1827	1843	1630	1526	0	1900	0
Q Serve(g_s), s	2.9			0.0	0.0	0.3	1.4	16.8	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9			0.0	0.0	0.3	16.4	16.8	0.2	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.17	0.10		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	235			0	0	254	1160	987	924	0	1151	0
V/C Ratio(X)	0.62			0.00	0.00	0.02	0.51	0.53	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	235			0	0	254	1160	987	924	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.9			0.0	0.0	33.5	10.2	10.3	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	11.6			0.0	0.0	0.2	1.6	2.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6			0.0	0.0	0.2	10.8	9.9	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5			0.0	0.0	33.7	11.8	12.4	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	B	B	A	A	A	A
Approach Vol, veh/h					6			1125			0	
Approach Delay, s/veh					33.7			12.1			0.0	
Approach LOS					C			B				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	4.9	2.3		18.8						
Green Ext Time (p_c), s		0.0	0.1	0.0		9.3						

Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	0	0	0	20	650
Future Volume (vph)	5	0	0	0	20	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950					0.999
Satd. Flow (prot)	1745	0	1837	0	0	3385
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1745	0	1837	0	0	3385
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	5	0	0	0	20	663
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	0	0	683
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	20	650
Future Vol, veh/h	5	0	0	0	20	650
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	5	0	0	0	20	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	374	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.2285	-
Pot Cap-1 Maneuver	618	0	-	0	1614	-
Stage 1	1028	0	-	0	-	-
Stage 2	672	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	604	-	-	-	1613	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	604	1613	-
HCM Lane V/C Ratio	-	0.008	0.013	-
HCM Control Delay (s)	-	11	7.3	0.1
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	50	75	45	10	15
Future Volume (vph)	20	50	75	45	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903				0.919	
Flt Protected				0.970	0.980	
Satd. Flow (prot)	1626	0	0	1747	1654	0
Flt Permitted				0.970	0.980	
Satd. Flow (perm)	1626	0	0	1747	1654	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Adj. Flow (vph)	20	51	77	46	10	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	123	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	50	75	45	10	15
Future Vol, veh/h	20	50	75	45	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	20	51	77	46	10	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	246	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	4.12	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.218	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1529	-	747	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	708	1029
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1529	-
HCM Lane V/C Ratio	0.029	-	-	0.05	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	95	0	0	0	30	625
Future Volume (vph)	95	0	0	0	30	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1728	0	1837	0	1711	3421
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1728	0	1837	0	1711	3421
Link Speed (mph)	25		30			30
Link Distance (ft)	208		240			392
Travel Time (s)	5.7		5.5			8.9
Confl. Peds. (#/hr)	1	2		1	12	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	0%	2%	2%
Adj. Flow (vph)	101	0	0	0	32	665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	0	0	32	665
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.7%		ICU Level of Service A	
Analysis Period (min) 15			

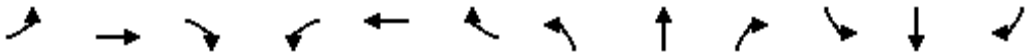
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	0	0	0	30	625
Future Vol, veh/h	95	0	0	0	30	625
Conflicting Peds, #/hr	1	2	0	1	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	2	2
Mvmt Flow	101	0	0	0	32	665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	-	0	-	12	0
Stage 1	12	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.615	-	-	-	4.13	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	-	-	-	2.219	-
Pot Cap-1 Maneuver	586	0	-	0	1606	-
Stage 1	1013	0	-	0	-	-
Stage 2	651	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	568	-	-	-	1589	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	568	1589	-
HCM Lane V/C Ratio	-	0.178	0.02	-
HCM Control Delay (s)	-	12.7	7.3	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.6	0.1	-

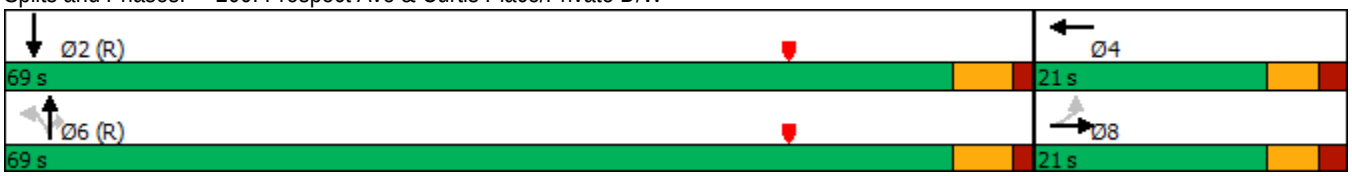


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1	0	0	1	1	50	750	10	0	0	0
Future Volume (vph)	70	1	0	0	1	1	50	750	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.96			
Frt					0.932				0.850			
Flt Protected		0.953						0.997				
Satd. Flow (prot)	0	1733	0	0	1696	0	0	3445	1521	0	1837	0
Flt Permitted		0.728						0.937				
Satd. Flow (perm)	0	1317	0	0	1696	0	0	3235	1460	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		191			256			753			417	
Travel Time (s)		5.2			5.8			17.1			9.5	
Confl. Peds. (#/hr)	3		1	1		3	18		28	28		18
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	4	0	0	0
Adj. Flow (vph)	74	1	0	0	1	1	53	798	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	2	0	0	851	7	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		8			4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	17.5	17.5			17.5		19.5	19.5	19.5		19.5	
Total Split (s)	21.0	21.0			21.0		69.0	69.0	69.0		69.0	
Total Split (%)	23.3%	23.3%			23.3%		76.7%	76.7%	76.7%		76.7%	
Maximum Green (s)	15.5	15.5			15.5		63.5	63.5	63.5		63.5	
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0			2.0		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5			5.5			5.5	5.5		5.5	
Lead/Lag												
Lead-Lag Optimize?												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		15.5			15.5			63.5	63.5			
Actuated g/C Ratio		0.17			0.17			0.71	0.71			
v/c Ratio		0.33			0.01			0.37	0.01			
Control Delay		37.4			31.0			4.2	2.9			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		37.4			31.0			4.2	2.9			
LOS		D			C			A	A			
Approach Delay		37.4			31.0			4.2				
Approach LOS		D			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 64 (71%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

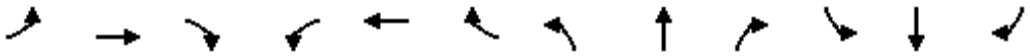
Splits and Phases: 200: Prospect Ave & Curtis Place/Private D/W



Lane Group	EBT	WBT	NBT	NBR
Lane Group Flow (vph)	75	2	851	7
v/c Ratio	0.33	0.01	0.37	0.01
Control Delay	37.4	31.0	4.2	2.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.4	31.0	4.2	2.9
Queue Length 50th (ft)	38	1	72	1
Queue Length 95th (ft)	80	7	69	m2
Internal Link Dist (ft)	111	176	673	
Turn Bay Length (ft)				50
Base Capacity (vph)	226	292	2282	1030
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.01	0.37	0.01

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1	0	0	1	1	50	750	10	0	0	0
Future Volume (veh/h)	70	1	0	0	1	1	50	750	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	74	1	0	0	1	1	53	798	7	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	320	4	0	0	149	149	160	2327	1065	0	1341	0
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	1.00	1.00	1.00	0.00	0.00	0.00
Sat Flow, veh/h	1397	22	0	0	863	863	164	3299	1509	0	1900	0
Grp Volume(v), veh/h	75	0	0	0	0	2	451	400	7	0	0	0
Grp Sat Flow(s),veh/h/ln	1419	0	0	0	0	1726	1833	1630	1509	0	1900	0
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.99		0.00	0.00		0.50	0.12		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	324	0	0	0	0	297	1338	1150	1065	0	1341	0
V/C Ratio(X)	0.23	0.00	0.00	0.00	0.00	0.01	0.34	0.35	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	324	0	0	0	0	297	1338	1150	1065	0	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	0.0	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	0.0	0.0	30.9	0.7	0.8	0.0	0.0	0.0	0.0
LnGrp LOS	C	A	A	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		75			2			858			0	
Approach Delay, s/veh		34.3			30.9			0.7			0.0	
Approach LOS		C			C			A				

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.0		21.0		69.0		21.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		63.5		15.5		63.5		15.5				
Max Q Clear Time (g_c+I1), s		0.0		2.1		2.0		6.2				
Green Ext Time (p_c), s		0.0		0.0		6.6		0.2				

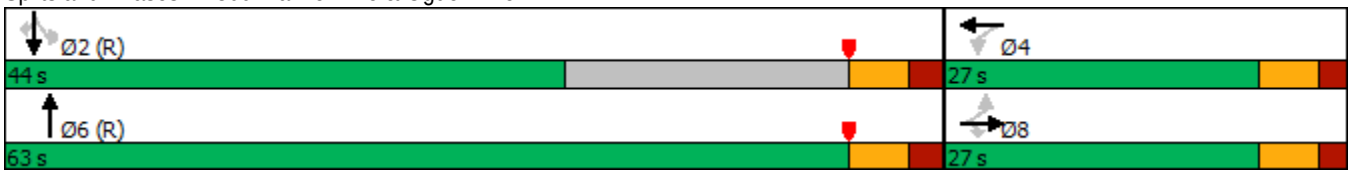
Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

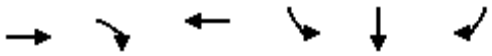
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	80	45	10	15	20	0	0	0	45	540	150
Future Volume (vph)	25	80	45	10	15	20	0	0	0	45	540	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	100		125
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.97	0.97		0.94					0.98		0.96
Frt			0.850		0.941							0.850
Flt Protected		0.988			0.989					0.950		
Satd. Flow (prot)	0	1712	1473	0	1472	0	0	1837	0	1711	3421	1506
Flt Permitted		0.903			0.903					0.757		
Satd. Flow (perm)	0	1522	1435	0	1340	0	0	1837	0	1339	3421	1443
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		867			368			610			432	
Travel Time (s)		19.7			8.4			13.9			9.8	
Confl. Peds. (#/hr)	56		10	10		56	27		22	22		27
Confl. Bikes (#/hr)			1			2			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	6%	6%	6%	9%	9%	9%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Adj. Flow (vph)	27	85	30	11	16	21	0	0	0	48	574	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	30	0	48	0	0	0	0	48	574	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100			100		20	100	20
Trailing Detector (ft)	0	0	0	0	0			0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0			0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6			6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4						2		2
Detector Phase	8	8	8	4	4			6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0			12.0		12.0	12.0	12.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0			18.5		18.5	18.5	18.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0			63.0		44.0	44.0	44.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%			70.0%		48.9%	48.9%	48.9%
Maximum Green (s)	21.0	21.0	21.0	21.0	21.0			56.5		37.5	37.5	37.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0			4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0			2.5		2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0			6.5		6.5	6.5	6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None			C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)		13.3	13.3		13.3					69.1	69.1	69.1
Actuated g/C Ratio		0.15	0.15		0.15					0.77	0.77	0.77
v/c Ratio		0.50	0.14		0.24					0.05	0.22	0.09
Control Delay		43.1	34.2		41.8					4.4	4.4	4.4
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		43.1	34.2		41.8					4.4	4.4	4.4
LOS		D	C		D					A	A	A
Approach Delay		41.3			41.8						4.4	
Approach LOS		D			D						A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

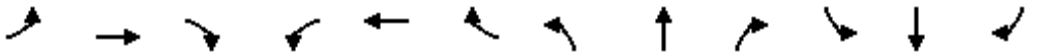
Splits and Phases: 300: Farwell Ave & Ogden Ave





Lane Group	EBT	EBR	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	30	48	48	574	99
v/c Ratio	0.50	0.14	0.24	0.05	0.22	0.09
Control Delay	43.1	34.2	41.8	4.4	4.4	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	34.2	41.8	4.4	4.4	4.4
Queue Length 50th (ft)	60	15	22	6	46	14
Queue Length 95th (ft)	108	39	44	19	80	34
Internal Link Dist (ft)	787		288		352	
Turn Bay Length (ft)				100		125
Base Capacity (vph)	355	334	312	1028	2628	1108
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.09	0.15	0.05	0.22	0.09

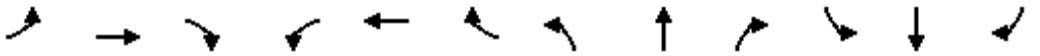
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	80	45	10	15	20	0	0	0	45	540	150
Future Volume (veh/h)	25	80	45	10	15	20	0	0	0	45	540	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.84		0.86	0.92		0.77	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1767	1767	1767	0	1900	0	1870	1870	1870
Adj Flow Rate, veh/h	27	85	30	11	16	21	0	0	0	48	574	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	9	9	9	0	0	0	2	2	2
Cap, veh/h	82	186	175	71	79	78	0	1385	0	1378	2590	1093
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.00	0.00	0.73	0.73	0.73
Sat Flow, veh/h	248	1408	1325	164	597	592	0	1900	0	1781	3554	1499
Grp Volume(v), veh/h	112	0	30	48	0	0	0	0	0	48	574	99
Grp Sat Flow(s),veh/h/ln	1657	0	1325	1353	0	0	0	1900	0	1781	1777	1499
Q Serve(g_s), s	1.2	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.7	1.7
Cycle Q Clear(g_c), s	5.3	0.0	1.8	2.7	0.0	0.0	0.0	0.0	0.0	0.7	4.7	1.7
Prop In Lane	0.24		1.00	0.23		0.44	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	0	175	228	0	0	0	1385	0	1378	2590	1093
V/C Ratio(X)	0.42	0.00	0.17	0.21	0.00	0.00	0.00	0.00	0.00	0.03	0.22	0.09
Avail Cap(c_a), veh/h	428	0	309	358	0	0	0	1385	0	1378	2590	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	34.7	35.1	0.0	0.0	0.0	0.0	0.0	3.4	3.9	3.5
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	1.1	1.7	0.0	0.0	0.0	0.0	0.0	0.4	2.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	35.1	35.5	0.0	0.0	0.0	0.0	0.0	3.4	4.1	3.7
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		142			48			0			721	
Approach Delay, s/veh		36.7			35.5			0.0			4.0	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.1		17.9		72.1		17.9				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		37.5		21.0		56.5		21.0				
Max Q Clear Time (g_c+I1), s		6.7		4.7		0.0		7.3				
Green Ext Time (p_c), s		4.8		0.2		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									



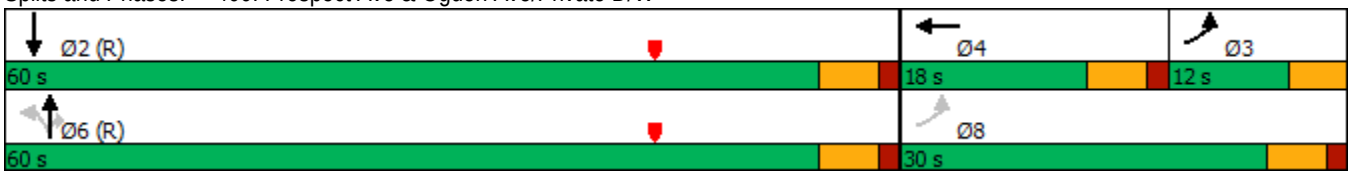
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	0	0	0	1	1	40	685	5	0	0	0
Future Volume (vph)	125	0	0	0	1	1	40	685	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				0.98			1.00	0.95			
Frt					0.932				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1646	0	0	0	1671	0	0	3445	1546	0	1837	0
Flt Permitted	0.757							0.940				
Satd. Flow (perm)	1290	0	0	0	1671	0	0	3246	1475	0	1837	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		368			187			510			753	
Travel Time (s)		8.4			5.1			11.6			17.1	
Confl. Peds. (#/hr)	16		20	20		16	13		31	31		13
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	130	0	0	0	1	1	42	714	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	0	0	0	2	0	0	756	3	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt				NA		Perm	NA	Perm			
Protected Phases	3				4			6			2	
Permitted Phases	8						6		6			
Minimum Split (s)	8.0				14.0		16.0	16.0	16.0		16.0	
Total Split (s)	12.0				18.0		60.0	60.0	60.0		60.0	
Total Split (%)	13.3%				20.0%		66.7%	66.7%	66.7%		66.7%	
Maximum Green (s)	8.0				12.5		54.5	54.5	54.5		54.5	
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0		4.0	
All-Red Time (s)	0.0				1.5		1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0				0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0				5.5			5.5	5.5		5.5	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?												
Act Effct Green (s)	26.0				12.5			54.5	54.5			

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	33%
Maximum Green (s)	24.5
Yellow Time (s)	4.0
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29				0.14			0.61	0.61			
v/c Ratio	0.32				0.01			0.38	0.00			
Control Delay	42.6				33.5			9.8	7.0			
Queue Delay	0.0				0.0			0.0	0.0			
Total Delay	42.6				33.5			9.8	7.0			
LOS	D				C			A	A			
Approach Delay		42.6			33.5			9.8				
Approach LOS		D			C			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 59 (66%), Referenced to phase 2:SBT and 6:NBTL, Start of FDW or yellow			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Prospect Ave & Ogden Ave/Private D/W

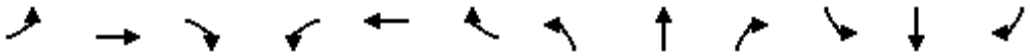


Lane Group	Ø8
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	WBT	NBT	NBR
Lane Group Flow (vph)	130	2	756	3
v/c Ratio	0.32	0.01	0.38	0.00
Control Delay	42.6	33.5	9.8	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.6	33.5	9.8	7.0
Queue Length 50th (ft)	74	1	106	1
Queue Length 95th (ft)	129	8	142	4
Internal Link Dist (ft)		107	430	
Turn Bay Length (ft)				100
Base Capacity (vph)	404	232	1965	893
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.01	0.38	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	0	0	0	1	1	40	685	5	0	0	0
Future Volume (veh/h)	125	0	0	0	1	1	40	685	5	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	0	0	0	1900	1900	1885	1885	1885	0	1900	0
Adj Flow Rate, veh/h	130	0	0	0	1	1	42	714	3	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	0	0	0	0	0	1	1	1	0	0	0
Cap, veh/h	233	0	0	0	118	118	125	2022	923	0	1151	0
Arrive On Green	0.09	0.00	0.00	0.00	0.14	0.14	0.61	0.61	0.61	0.00	0.00	0.00
Sat Flow, veh/h	1725	130		0	849	849	134	3339	1525	0	1900	0
Grp Volume(v), veh/h	130	47.0		0	0	2	402	354	3	0	0	0
Grp Sat Flow(s),veh/h/ln	1725	D		0	0	1697	1843	1630	1525	0	1900	0
Q Serve(g_s), s	2.2			0.0	0.0	0.1	0.0	9.8	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2			0.0	0.0	0.1	9.6	9.8	0.1	0.0	0.0	0.0
Prop In Lane	1.00			0.00		0.50	0.10		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	233			0	0	236	1160	987	923	0	1151	0
V/C Ratio(X)	0.56			0.00	0.00	0.01	0.35	0.36	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	233			0	0	236	1160	987	923	0	1151	0
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	37.7			0.0	0.0	33.4	8.9	8.9	7.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.3			0.0	0.0	0.1	0.8	1.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7			0.0	0.0	0.1	6.9	6.2	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0			0.0	0.0	33.5	9.7	10.0	7.0	0.0	0.0	0.0
LnGrp LOS	D			A	A	C	A	A	A	A	A	A
Approach Vol, veh/h					2			759			0	
Approach Delay, s/veh					33.5			9.8			0.0	
Approach LOS					C			A				

Timer - Assigned Phs		2	3	4		6						
Phs Duration (G+Y+Rc), s		60.0	12.0	18.0		60.0						
Change Period (Y+Rc), s		5.5	4.0	5.5		5.5						
Max Green Setting (Gmax), s		54.5	8.0	12.5		54.5						
Max Q Clear Time (g_c+I1), s		0.0	4.2	2.1		11.8						
Green Ext Time (p_c), s		0.0	0.1	0.0		5.5						

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	0	0	0	5	720
Future Volume (vph)	25	0	0	0	5	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1745	0	1837	0	0	3421
Flt Permitted	0.950					
Satd. Flow (perm)	1745	0	1837	0	0	3421
Link Speed (mph)	25		30			30
Link Distance (ft)	130		432			240
Travel Time (s)	3.5		9.8			5.5
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Adj. Flow (vph)	27	0	0	0	5	766
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	0	0	771
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	0	0	0	5	720
Future Vol, veh/h	25	0	0	0	5	720
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	27	0	0	0	5	766

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	395	-	0	-	1	0
Stage 1	1	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.6	-	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	2.219	-
Pot Cap-1 Maneuver	600	0	-	0	1621	-
Stage 1	1028	0	-	0	-	-
Stage 2	656	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	596	-	-	-	1620	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	596	1620	-
HCM Lane V/C Ratio	-	0.045	0.003	-
HCM Control Delay (s)	-	11.3	7.2	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	10	20	30	60	50
Future Volume (vph)	20	10	20	30	60	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.939	
Flt Protected				0.981	0.973	
Satd. Flow (prot)	1735	0	0	1784	1678	0
Flt Permitted				0.981	0.973	
Satd. Flow (perm)	1735	0	0	1784	1678	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	208			191	235	
Travel Time (s)	5.7			5.2	6.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	21	11	21	32	64	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	53	117	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	10	20	30	60	50
Future Vol, veh/h	20	10	20	30	60	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	21	11	21	32	64	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	101	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1587	-	902	1054
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	890	1054
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	1587	-
HCM Lane V/C Ratio	0.122	-	-	0.013	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Appendix D
Improvement
Peak Hour Analysis Outputs

Year 2023 Full Build Traffic - With Modifications (Not Applicable)