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South 27th Street Chick-fil-A Restaurant Traffic Impact Analysis

City of Milwaukee
Milwaukee County, Wisconsin

May 10, 2023

TRAFFIC IMPACT STUDY FOR:

SOUTH 27TH STREET CHICK-FIL-A

CITY OF MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN

May 10, 2023

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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 Chick-Fil-A restaurant along South 27th Street at West Morgan Avenue 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

The 4,958 square foot Chick-Fil-A restaurant is proposed to be constructed on the site of the existing Zebb's Family Restaurant, located on the west side of South 27th Street immediately south of West Morgan Avenue. The restaurant includes two drive-through lanes and provides seating for 68 patrons inside and another 12 patrons outside. Access to the site is proposed via cross access with the adjacent Office Depot full access roadway connection at the signalized intersection of West Morgan Avenue and Lakefield Drive and an additional right-out driveway onto West Morgan Avenue, immediately west of South 27th Street. The Office Depot lot also has additional access to the south along West Loomis Road that some patrons are expected to utilize.

Trips for the proposed Chick-Fil-A restaurant were based on driveway counts conducted in late-January at an existing Chick-Fil-A restaurant, located on South 76th Street in Greenfield, Wisconsin. Based on the calculated rates from the existing local site, the proposed Chick-Fil-A restaurant is expected to generate about 260 trips (135 in/125 out) during the weekday midday peak hour, 250 trips (125 in/125 out) during the weekday evening peak hour and 280 trips (140 in/140 out) during the Saturday midday peak hour.

Drive-through queues were also collected for a previous study at two existing Chick-Fil-A restaurants in Brookfield. At the busiest of the two restaurants (Capitol Drive Chick-Fil-A), field staff recorded a maximum of 18 vehicles queued up from the ordering kiosks. According to the proposed South 27th Street Chick-Fil-A site plan, there is space for about 20 vehicles per lane to queue up from the ordering kiosks. If the South 27th Street Chick-Fil-A turns out to be as busy as the Capitol Drive Chick-Fil-A during the peak hours, then there is expected to be adequate queue storage for drive-through vehicles without vehicles extending into or blocking the internal parking or circulating roadways within and adjacent to the site.

B2. Study Area Intersections

The existing intersections evaluated in this study include the following:

- South 27th Street & West Morgan Avenue (traffic signal control)
- South 27th Street & West Loomis Road (traffic signal control)
- West Morgan Avenue & Office Depot/West Lakefield Drive (traffic signal control)
- West Morgan Avenue & right-out driveway (one-way stop control)

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

- Provide Chick-Fil-A site driveways to West Morgan Avenue and the Office Depot internal frontage road as shown on the development site plan. The West Morgan Avenue driveway should be designed and signed for right-out operation only with stop sign control at the driveway exit and "Exit Only" (R7-201E) sign restricting entering vehicles. Additional signage should be provided for exiting traffic with a Right-turn Only (R3-5R) sign provided within the site at the driveway.

West Morgan Avenue at West Lakefield Drive

- Using pavement marking and signage, change the lane configuration on the north approach to provide a dedicated left-turn lane, a dedicated through lane and a dedicated right-turn lane (changing the center lane from a shared lane to a dedicated through lane).
- Remove the split phasing for the northbound/southbound movements at the intersection to conventional phasing.
- Program the controller to change the eastbound/westbound left-turn phasing to a lagging condition.
- Provide post-mounted flashing yellow arrows on all approaches to accommodate either lead or lag left-turn phasing.

West Morgan Avenue at South 27th Street

- Provide left-turn arrow/phasing for eastbound left-turn movements.
- Program the controller to add the left-turn phasing condition.

B4. Conclusion

All movements at the study area intersections are expected to operate efficiently with the assumptions outlined in this TIA and with the identified recommended modifications. With the recommended modifications implemented at the West Morgan Avenue intersection with West Lakefield Drive and the West Morgan Avenue intersection with South 27th Street, the revised geometry and phasing is expected to improve the overall operations and safety at the intersections.

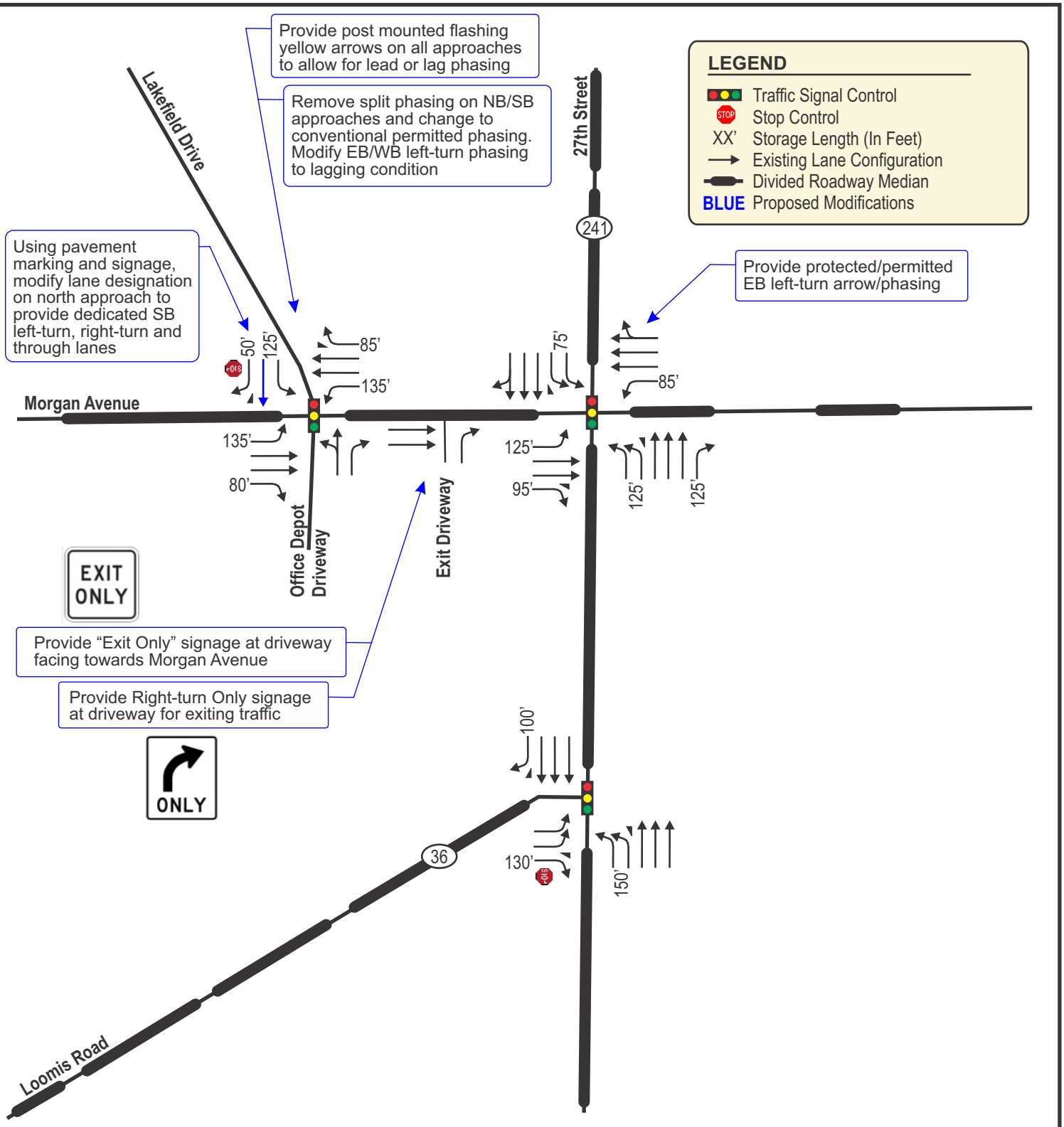

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EXHIBIT 1-1
RECOMMENDED MODIFICATIONS

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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:

- South 27th Street & West Morgan Avenue (traffic signal control)
- South 27th Street & West Loomis Road (traffic signal control)
- West Morgan Avenue & Office Depot/West Lakefield Drive (traffic signal control)
- West Morgan Avenue & right-out driveway (one-way stop control)

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:

South 27th Street is a six-lane divided north/south principal arterial with a posted speed limit of 35-mph within the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2017 annual average daily traffic (AADT) on South 27th Street was 29,100 vehicles per day (vpd) north of West Morgan Avenue, 32,600-vpd (2021 count) south of West Morgan Avenue and 25,100-vpd (2021 count) south of West Loomis Road. Sidewalks run along both sides of South 27th Street within the limits of the study area.

West Morgan Avenue is a four-lane divided east/west minor arterial with a posted speed limit of 30-mph within the study area. The WisDOT 2021 AADT on West Morgan Avenue was 10,500-vpd west of South 27th Street and 13,100-vpd to the east. Sidewalks run along both sides of West Morgan Avenue within the limits of the study area.

West Loomis Road is a four-lane divided northeast/southwest principal arterial with a posted speed limit of 35-mph within the study area. The WisDOT 2021 AADT on West Loomis Road was 8,500-vpd west of South 27th Street. Sidewalks run along both sides of West Loomis Road within the limits of the study area.

West Lakefield Drive is a four-lane undivided northwest/southeast major collector with a posted speed limit of 25-mph within the study area. West Lakefield Drive intersects West Morgan Avenue as the north leg of a four-legged signalized intersection with the south leg of the intersection operating as the main access drive to a commercial site (and the proposed development site). The WisDOT 2021 AADT on West Lakefield Drive was 5,100-vpd north of West Morgan Avenue. Sidewalks run along both sides of West Lakefield Drive within the limits of the study area.

PART B – DATA COLLECTION

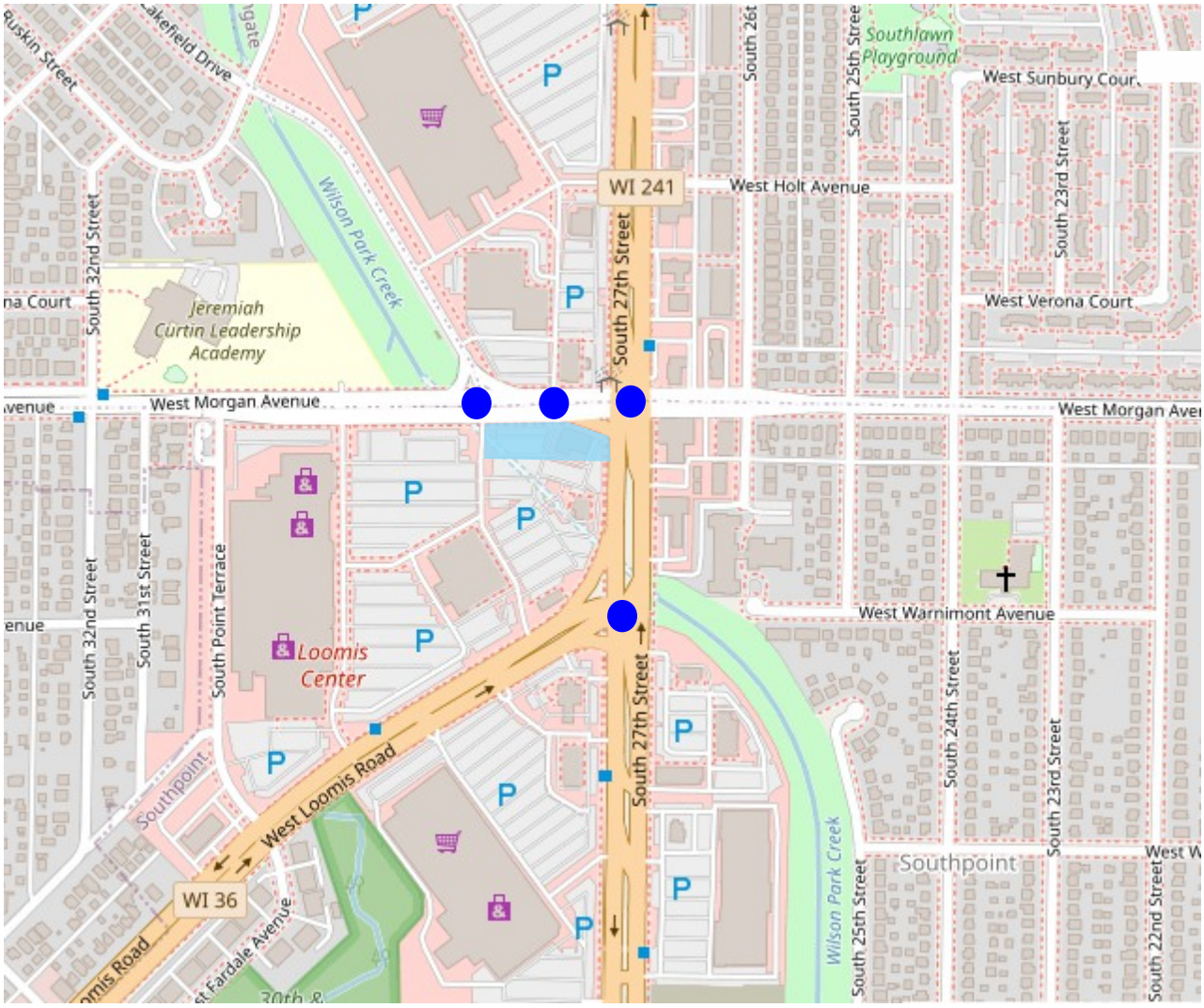
TADI collected turning movement traffic volumes at the study intersections in late-January of 2023. At all study intersections, weekday midday traffic counts were collected from 11:00 a.m. to 1:00 p.m., weekday evening traffic counts were collected from 4:00 to 6:00 p.m. and Saturday midday traffic counts were collected from 11:00 a.m. to 1:00 p.m.

To determine the number of trips typically generated by Chick-Fil-A restaurants in southeast Wisconsin, TADI counted the total number of driveway trips entering and exiting the existing Greenfield Chick-Fil-A restaurant on South 76th Street. The driveway counts were conducted for the same peak periods as listed above for the intersection counts.

Traffic signal timing data for the South 27th Street and West Morgan Avenue intersections were 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 noon-1:00 p.m. (weekday midday peak hour), 4:00-5:00 p.m. (weekday evening peak hour) and from 11:45 a.m.-12:45 p.m. (Saturday midday peak hour). The peak hour traffic volumes were balanced between intersections (where appropriate) and are shown on Exhibit 2-3A as the existing traffic volumes evaluated for this study. Exhibit 2-3B shows the peak hour driveway trips counted at the existing South 76th Street Chick-Fil-A store located in Greenfield.



LEGEND

- Study Area Intersections

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EXHIBIT 2-1
SITE LOCATION MAP

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EXHIBIT 2-2
EXISTING TRANSPORTATION DETAIL

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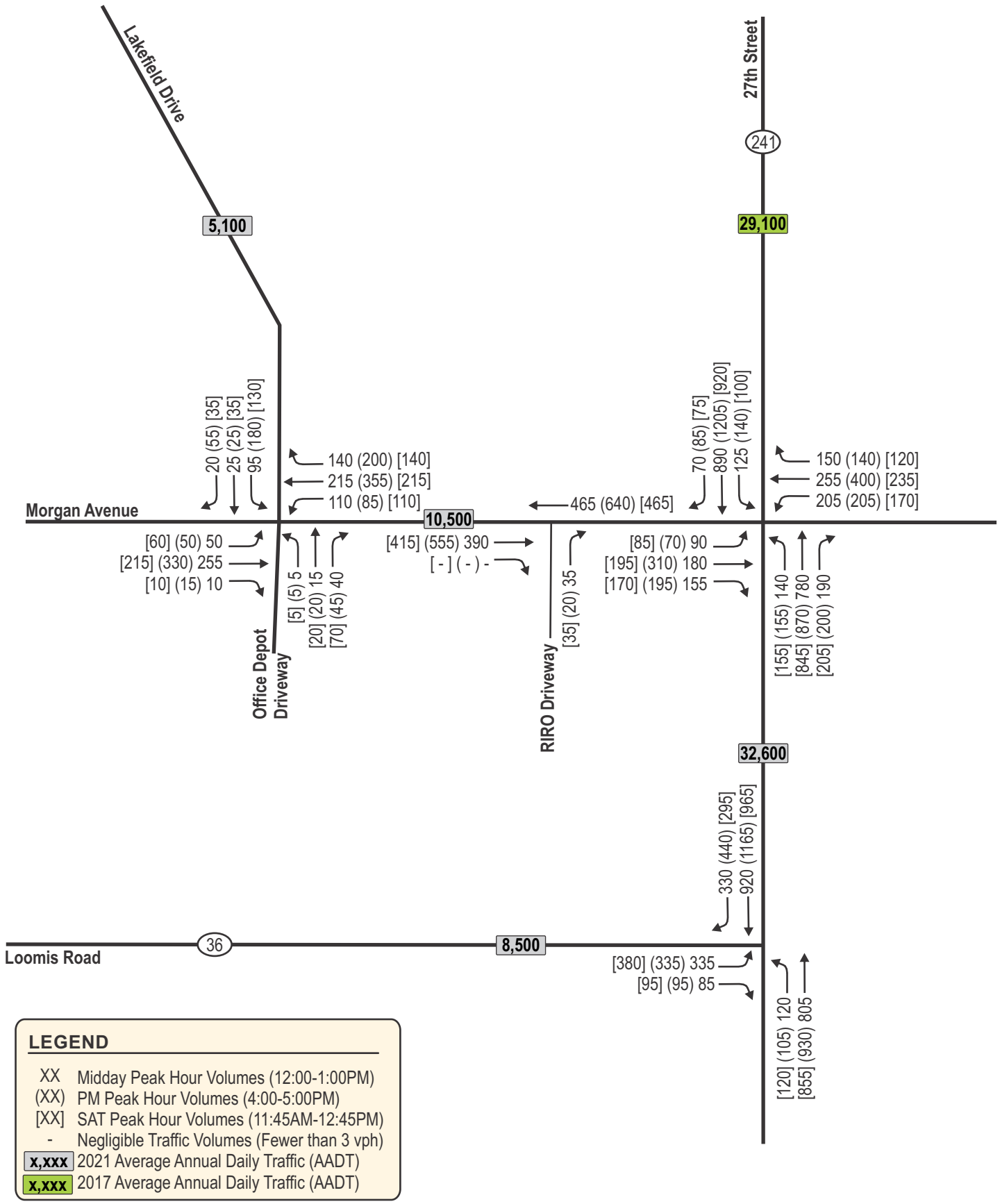

LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
x,xxx	2021 Average Annual Daily Traffic (AADT)
x,xxx	2017 Average Annual Daily Traffic (AADT)

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EXHIBIT 2-3A
YEAR 2023 EXISTING TRAFFIC VOLUMES

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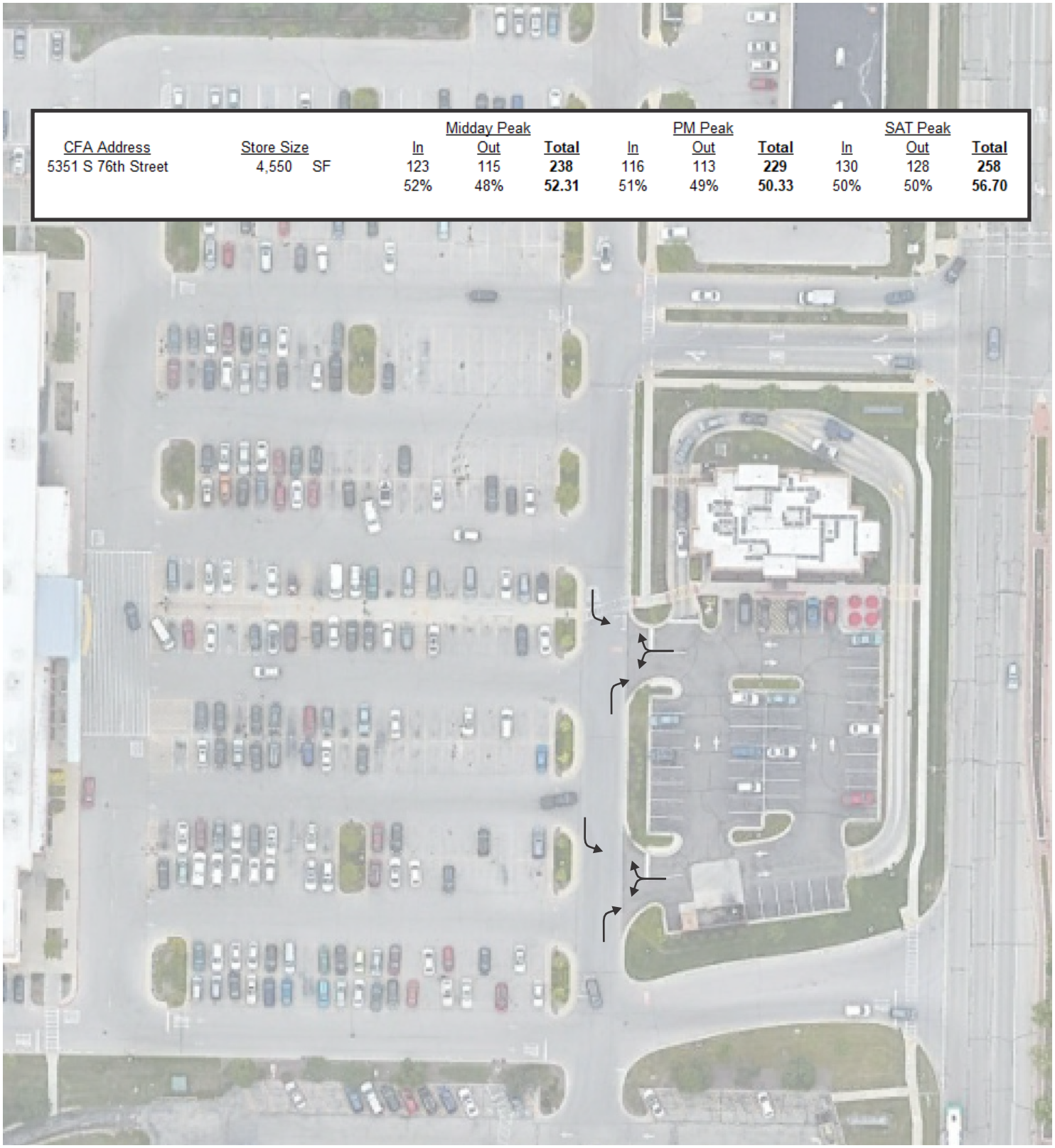

CFA Address	Store Size	Midday Peak In	Midday Peak Out	Midday Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
5351 S 76th Street	4,550 SF	123	115	**238**	116	113	**229**	130	128	**258**
		52%	48%	**52.31**	51%	49%	**50.33**	50%	50%	**56.70**

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EXHIBIT 2-3B
EXISTING SOUTH 76TH STREET CFA DRIVEWAY TRIPS

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CHAPTER III – PROPOSED DEVELOPMENT

PART A – DEVELOPMENT SITE PLAN

The 4,958 square foot Chick-Fil-A restaurant is proposed to be constructed on the site of the existing Zebb's Family Restaurant, located on the west side of South 27th Street immediately south of West Morgan Avenue. The proposed Chick-Fil-A restaurant includes two drive-through lanes and provides seating for 68 patrons inside and another 12 patrons outside. Access to the site is proposed via cross access with the adjacent Office Depot full access roadway connection at the signalized intersection of West Morgan Avenue and Lakefield Drive and an additional right-out driveway onto West Morgan Avenue, immediately west of South 27th Street. The Office Depot lot also has additional access to the south along West Loomis Road that some patrons are expected to utilize. The development site plan is shown on Exhibit 3-1. The Zebb's Family Restaurant is currently operating on this site, but it will be razed to make room for the new Chick-Fil-A restaurant and drive-through area. The two existing site access points are expected to remain with two new full access driveways proposed off of the internal ring road to the Office Depot. The construction of the proposed Chick-Fil-A restaurant is expected to occur in a single development phase.

PART B – ON-SITE CIRCULATION/QUEUES

B1. Drive-Through Queues

The maximum total queue (both drive-through lanes) at the two existing Brookfield Chick-Fil-A restaurants was recorded to be in the 5-to-18 vehicle range (total of both lanes). The queue data collected was for queues backed up from the ordering kiosks. The maximum total kiosk queue by restaurant location and peak hour is shown in Table 1.

Table 1. Existing Chick-Fil-A Drive-Through Queues

Location	PM Max Queue	SAT Max Queue
Brookfield Square	5	6
Capitol Drive	16	18

Note that at the Capitol Drive Chick-Fil-A, about 20-25 percent more entering trips were counted during the peak hours compared to the Brookfield Square Chick-Fil-A. This generally supports the greater number of cars counted in queue for the Capitol Drive Chick-Fil-A.

At its peak, the Capitol Drive queue maxed out at 18 cars from the ordering kiosks. According to the South 27th Street Chick-Fil-A site plan, there is space for 24 vehicles (12 per lane) to queue up from the driveway entrance along the frontage road to the ordering kiosks with additional queueing distance between the ordering kiosk and the pick-up window to accommodate an additional 14 vehicles. If the South 27th Street Chick-Fil-A turns out to be as busy as the Capitol Drive Chick-Fil-A during the peak hours, then there is expected to be adequate queue storage for drive-through vehicles without vehicles extending into or blocking the internal parking or circulating roadways.

B2. Site Circulation

Based on the site access, most traffic is expected to enter the site from the West Morgan Avenue intersection with West Lakefield Drive and all drive-through traffic is expected to exit the site from the right-out only driveway to West Morgan Avenue. Non-drive-through traffic is expected

to exit the site via a combination of the right-out only driveway and the Office Depot ring road access driveway. As described above, there is expected to be adequate queue storage for drive-through vehicles without vehicles extending into or blocking the internal parking spaces or circulating roadways.

Based on the Synchro outputs and confirmed via field observation, queues for the right-turn movements on the west approach of the West Morgan Avenue at South 27th Street are currently queueing up within the existing right-turn lane but do not back to the right-out driveway under existing traffic conditions, with the Zebb's Family Restaurant currently operating at the site. With the proposed Chick-Fil-A operating under Full build traffic conditions and with the recommended modifications implemented, queues for the eastbound right-turn lanes are expected to remain the same as the existing conditions and not extend beyond the right-out driveway. In addition, queues for the left-turn movements on the west approach of the West Morgan Avenue at South 27th Street are currently queueing up within the existing left-turn lane. With the proposed Chick-Fil-A operating under Full build traffic conditions, queues for the eastbound left-turn lanes are expected to increase by about 1 to 2 vehicles which has the potential to spill back (about 1 vehicle spill back expected) into the eastbound through lanes during the peak periods. Extending the left-turn lane is not possible due to the opposing left-turn lane at the adjacent Lakefield Drive intersection. However, with the addition of eastbound left-turn phasing as shown in the Alternate recommendations' scenario completed for this study, the queue lengths in the eastbound left-turn lane are expected to fall within the length of the existing left-turn lane.

PART C – DEVELOPMENT TRAFFIC VOLUMES

C1. Trip Generation

The traffic volumes expected to be generated by the proposed development were calculated based on driveway counts conducted in late-January at an existing Chick-Fil-A restaurant, located on South 76th Street in Greenfield, Wisconsin. The existing trips are summarized on Exhibit 3-2A. As shown, the calculated rates were compared to the ITE national average rates for a drive-through restaurant. Since the local rates are higher than the ITE rates, the local rates were used for this study.

The calculated trip rates from the existing site were applied to the proposed 4,958-square foot Chick-Fil-A restaurant on South 27th Street. As shown on Exhibit 3-2B, the proposed Chick-Fil-A restaurant is expected to generate about 260 trips (135 in/125 out) during the weekday midday peak hour, 250 trips (125 in/125 out) during the weekday evening peak hour and 280 trips (140 in/140 out) during the Saturday midday peak hour. The daily trips expected to be generated are 2,890 trips (1,445 in/1,445 out). Based on the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, about 50-percent of fast-food restaurant trips are pass-by trips. A pass-by trip is one that is already on the roadway system but diverts to the new development before continuing along on their original route. In addition, about 15-percent of the new trips are expected to be linked trips with the adjacent commercial businesses within the overall site.

After linked and pass-by trips reductions, the net new trips expected to be generated by the proposed Chick-Fil-A restaurant on South 27th Street is 100 trips (55 in/45 out) during the weekday midday peak hour, 100 trips (50 in/50 out) during the weekday evening peak hour and 120 trips (60 in/60 out) during the Saturday midday peak hour. The daily trips expected to be generated are 1,230 trips (615 in/615 out).

C2. Traffic Assignment

The net 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:

- 35-percent to/from the north on South 27th Street
- 30-percent to/from the south on South 27th Street
- 15-percent to/from the east on West Morgan Avenue
- 5-percent to/from the west on West Morgan Avenue
- 10-percent to/from the southwest on West Loomis Road
- 5-percent to/from the northwest on West Lakefield Drive

This trip distribution was based on existing traffic patterns at the study intersections. Pass-by trips were assigned to the proposed Chick-Fil-A driveways based on northbound and southbound traffic patterns along South 27th Street and eastbound/westbound traffic patterns along West Morgan Avenue.

The new trips were assigned to the study area intersections as follows:

- Chick-Fil-A New Trips: Exhibit 3-4A
- Chick-Fil-A Pass-by Trips: Exhibit 3-4B
- Chick-Fil-A Driveway Trips: Exhibit 3-4C

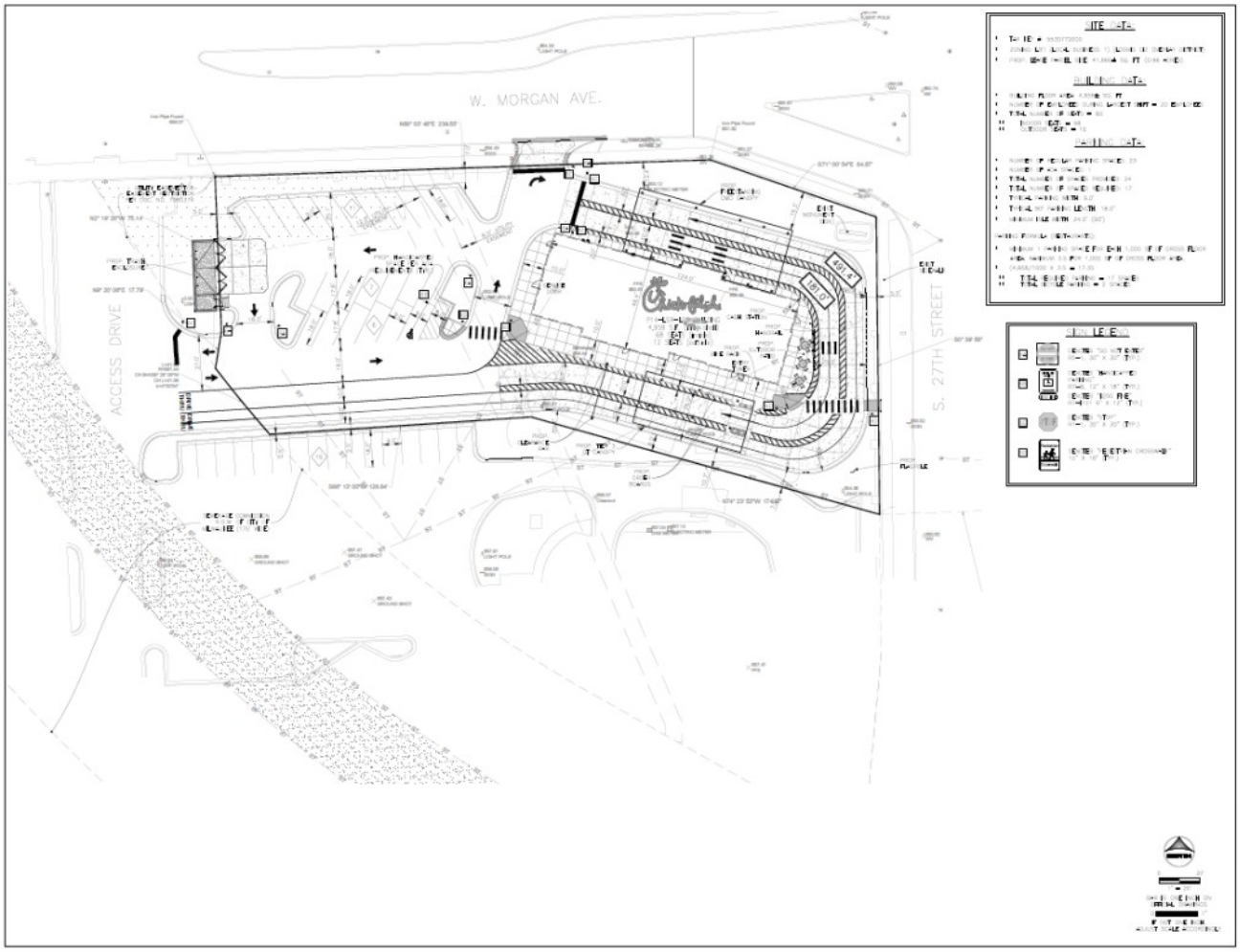
Under this condition, all traffic to/from West Loomis Road is expected to access the proposed site by via a travel path utilizing South 27th Street and West Morgan Avenue. However, since the site is located within a larger commercial parcel, it is possible that the traffic to/from West Loomis Road will utilize the driveway to the commercial site to "cut through" the parking lot to access the proposed restaurant. Therefore, a sensitivity analysis was also completed to account for the potential different traffic patterns. The new trips under this revised sensitivity analysis scenario were assigned to the study area intersections as follows:

- Chick-Fil-A New Trips (Sensitivity Analysis): Exhibit 3-5A
- Chick-Fil-A Pass-by Trips: Exhibit 3-4B (no change)
- Chick-Fil-A Driveway Trips (Sensitivity Analysis): Exhibit 3-5C

PART D – BUILD TRAFFIC VOLUMES

The Build traffic volumes were generated by adding the Chick-Fil-A new driveway trips, shown in Exhibit 3-4C, to the existing traffic volumes from Exhibit 2-3A. The Build traffic volumes are shown on Exhibit 3-6.

The Build traffic (Sensitivity Analysis) volumes were generated by adding the Chick-Fil-A new driveway trips (Sensitivity Analysis), shown in Exhibit 3-5C, to the existing traffic volumes from Exhibit 2-3A. The Build traffic (Sensitivity Analysis) volumes are shown on Exhibit 3-7.



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FSR# 05405

PRELIMINARY

CONCEPT PLAN

CON-A

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EXHIBIT 3-1
CONCEPTUAL SITE PLAN

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Exhibit 3-2A
Trip Generation Comparison Table

Land Use	ITE Code	Proposed Size	Weekday Daily	Mid Peak *			PM Peak			SAT Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant with Drive-through Window (ITE data)	934	4.550 x 1,000 SF	2,130 (467.48)	105 (51%)	100 (49%)	205 (44.61)	80 (52%)	70 (48%)	150 (33.03)	130 (51%)	120 (49%)	250 (55.25)
Chick-Fil-A (Greenfield Site)	TADi	4.550 x 1,000 SF	2,650 (583.43)	125 (52%)	115 (48%)	240 (52.31)	115 (51%)	115 (49%)	230 (50.33)	130 (50%)	130 (50%)	260 (56.70)

* ITE Weekday AM peak trip generation used for weekday midday peak volumes. Greenfield daily volumes prorated based on comparion to actual volumes

Exhibit 3-2B

Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	Midday Peak In	Midday Peak Out	Midday Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Fast Food Restaurant with Drive-through Window	TADi	4.958 x 1,000 SF	2,890 (583.43)	135 (52%)	125 (48%)	260 (52.31)	125 (51%)	125 (49%)	250 (50.33)	140 (50%)	140 (50%)	280 (56.70)
Total Trips			**2,890**	**135**	**125**	**260**	**125**	**125**	**250**	**140**	**140**	**280**
Minus Linked Trips	*TADi*	*15%*	*-430*	*-20*	*-20*	*-40*	*-20*	*-20*	*-40*	*-20*	*-20*	*-40*
Total Linked Trips [2]			**-430**	**-20**	**-20**	**-40**	**-20**	**-20**	**-40**	**-20**	**-20**	**-40**
Total Driveway Trips			**2,460**	**115**	**105**	**220**	**105**	**105**	**210**	**120**	**120**	**240**
Minus Pass-by Trips	*TADi*	*50%/50%/50%*	*-1,230*	*-60*	*-60*	*-120*	*-55*	*-55*	*-110*	*-60*	*-60*	*-120*
Total Pass-by Trips			**-1,230**	**-60**	**-60**	**-120**	**-55**	**-55**	**-110**	**-60**	**-60**	**-120**
Total New Trips			**1,230**	**55**	**45**	**100**	**50**	**50**	**100**	**60**	**60**	**120**

[1] *Trip Gen based on actual traffic counts taken at the existing site located in Greenfield, Wisconsin (see Exhbit 4-3A), prorated based on proposed building size*

[2] *Higher linked trips are expected, however, linked trips were limited to be about 15% (or less) of new trips to provide a conservative analysis.*

TRIP DISTRIBUTION (New Trips)

North on 27th Street	35%	430	15	15		15	15		20	20	
South on 27th Street	30%	370	15	15		15	15		15	20	
North on Lakefield Drive	5%	60	5	5		5	5		5	5	
East on Morgan Avenue	15%	185	10	5		5	5		10	5	
West on Morgan Avenue	5%	60	5	0		5	5		5	5	
South on Loomis Road	10%	125	5	5		5	5		5	5	
	100%	***1230***	***55***	***45***		***50***	***50***		***60***	***60***	

TRIP DISTRIBUTION (Pass-by Trips)

North on 27th Street	35% (35%) {35%}		20	20		20	20		20	20	
South on 27th Street	30% (30%) {30%}		20	20		15	15		20	20	
East on Morgan Avenue	20% (20%) {20%}		10	10		10	10		10	10	
West on Morgan Avenue	15% (15%) {15%]		10	10		10	10		10	10	
			60	***60***		***55***	***55***		***60***	***60***	

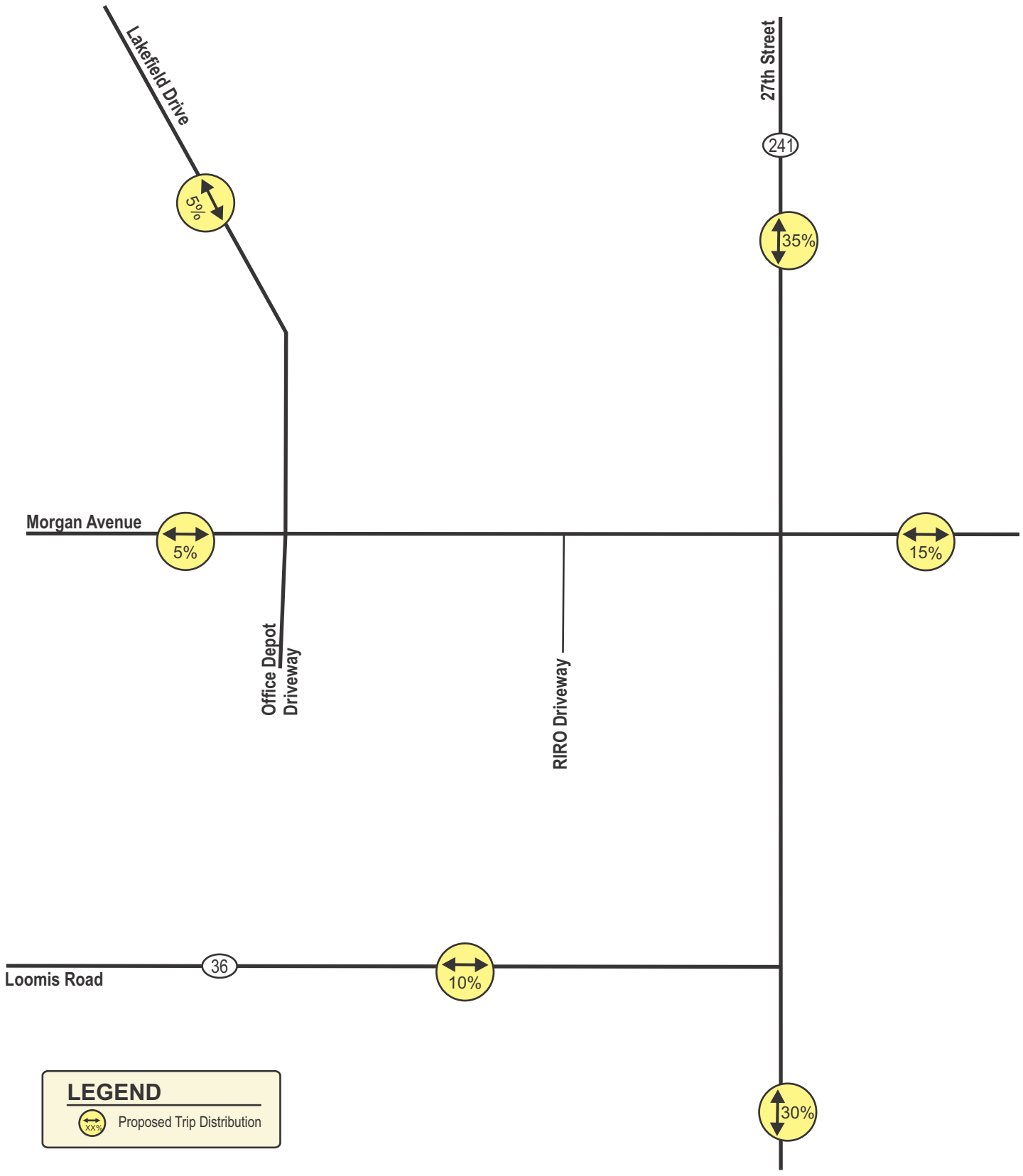

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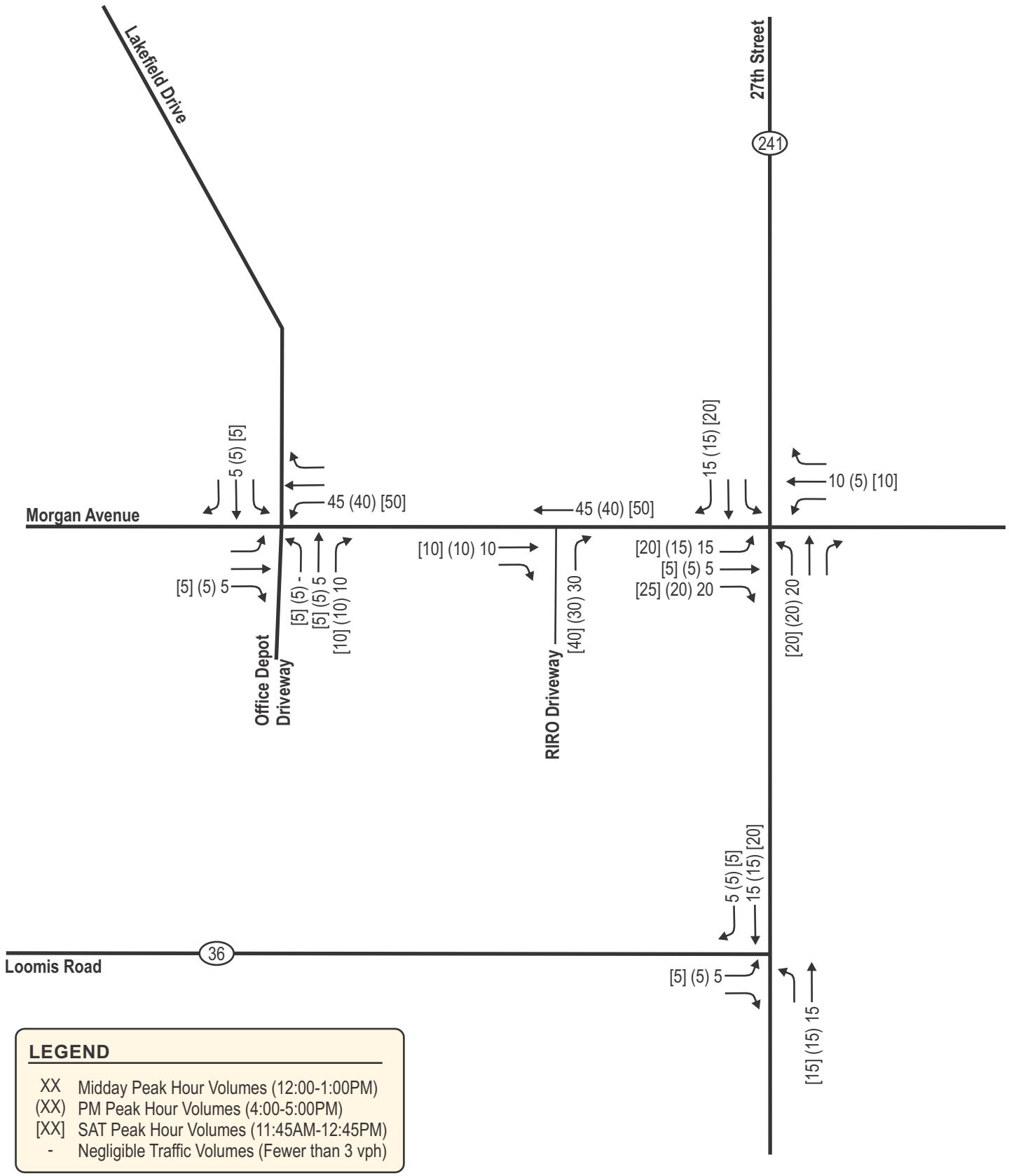
EXHIBIT 3-3
TRIP DISTRIBUTION DIAGRAM

BROOKFIELD, WISCONSIN



LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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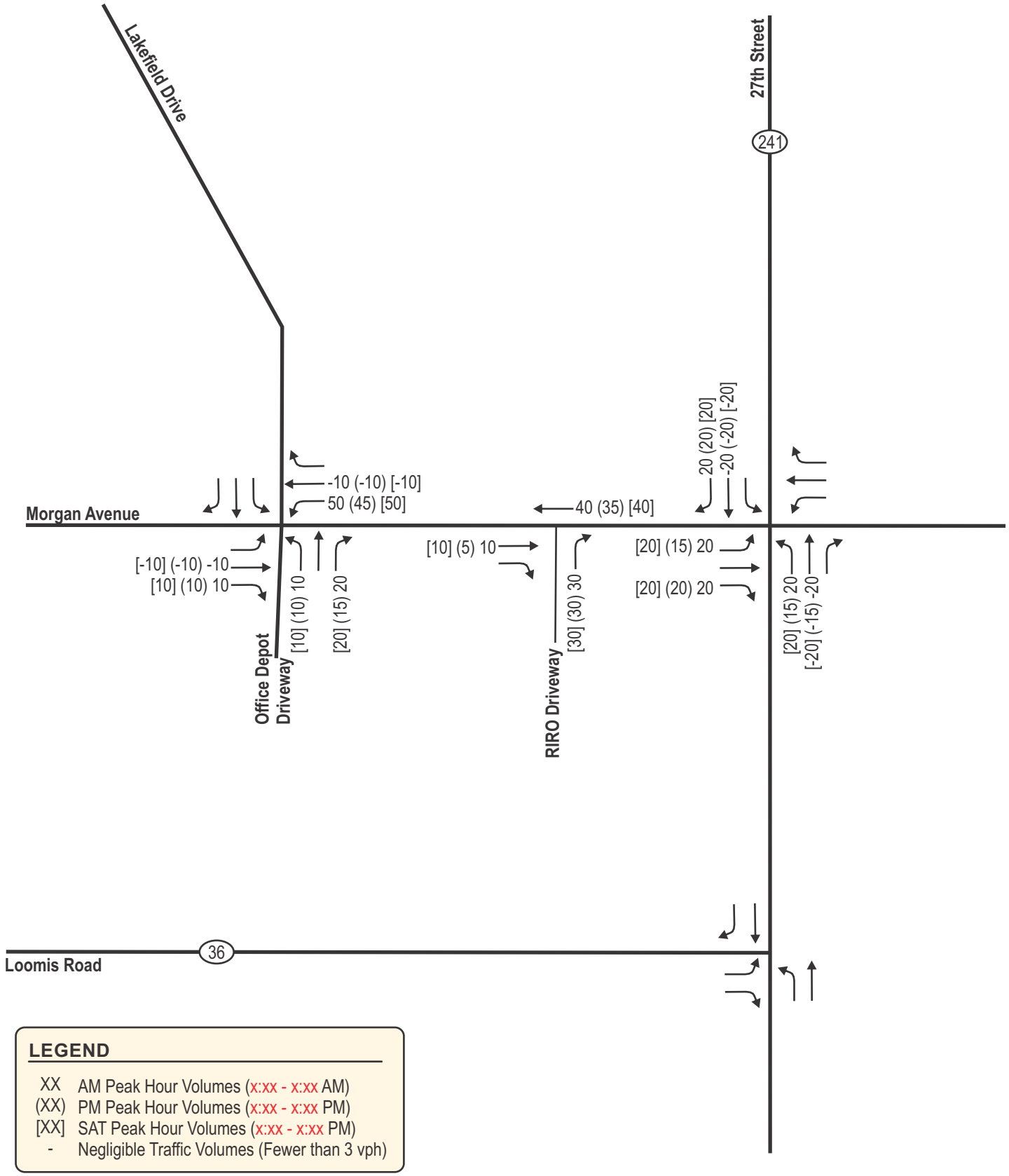
3020 ~ 05-10-23

N
NOT TO SCALE

EXHIBIT 3-4A
ON-SITE NEW TRIPS

MILWAUKEE, WISCONSIN



LEGEND

XX	AM Peak Hour Volumes (x:xx - x:xx AM)
(XX)	PM Peak Hour Volumes (x:xx - x:xx PM)
[XX]	SAT Peak Hour Volumes (x:xx - x:xx PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 3-4B
ON-SITE PASS-BY TRIPS

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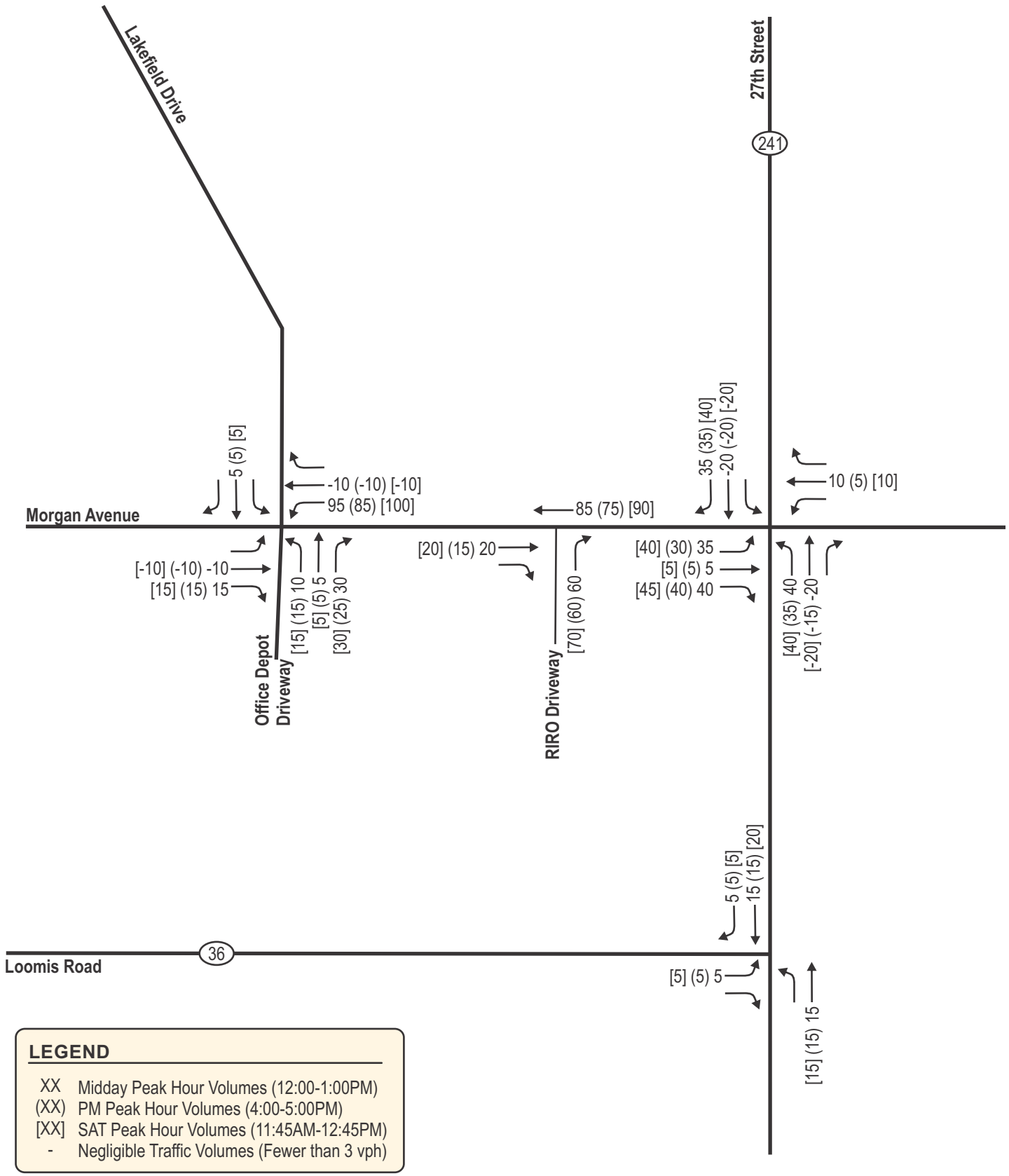

LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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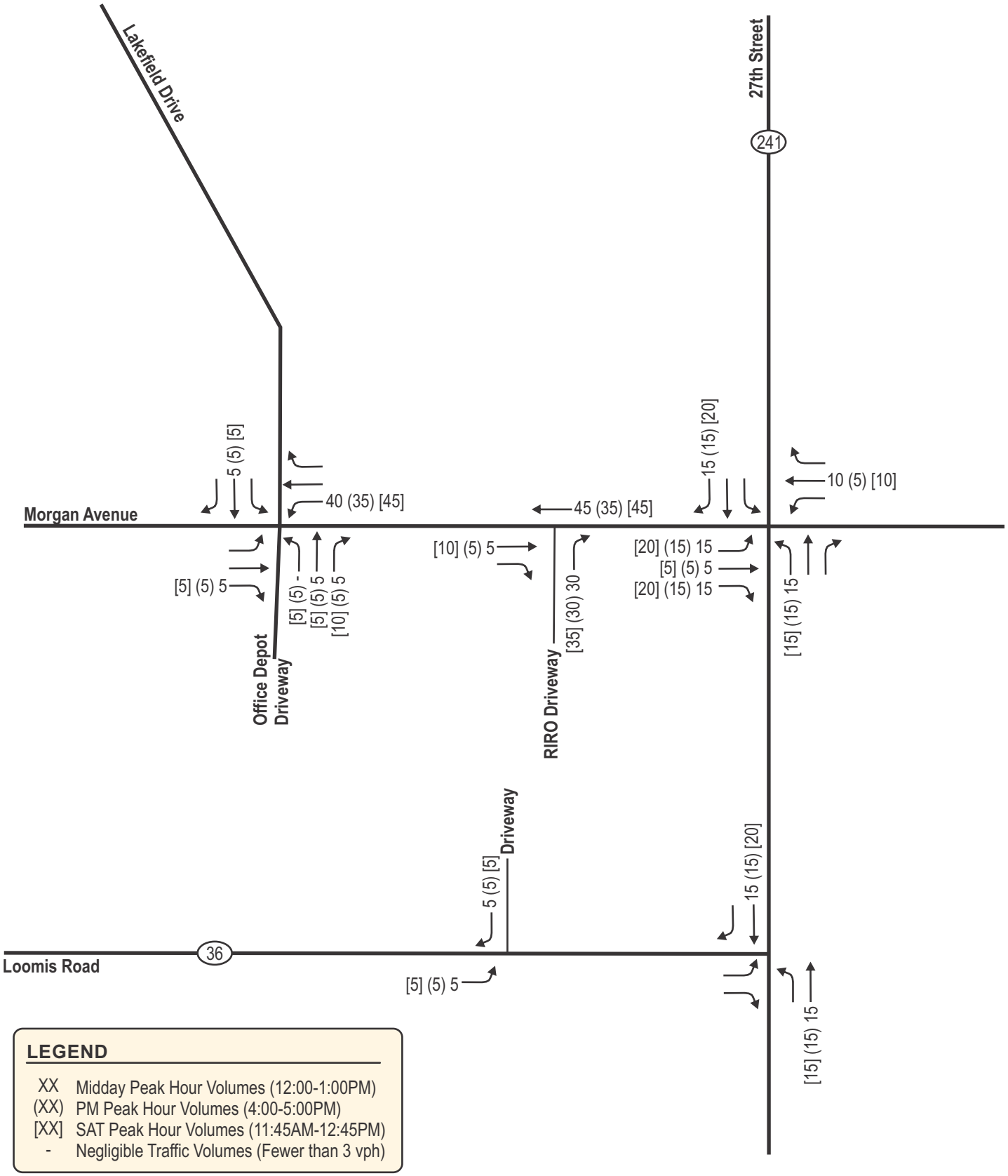
EXHIBIT 3-4C
ON-SITE DRIVEWAY TRIPS

MILWAUKEE, WISCONSIN



LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 3-5A
ON-SITE NEW TRIPS SENSITIVITY ANALYSIS

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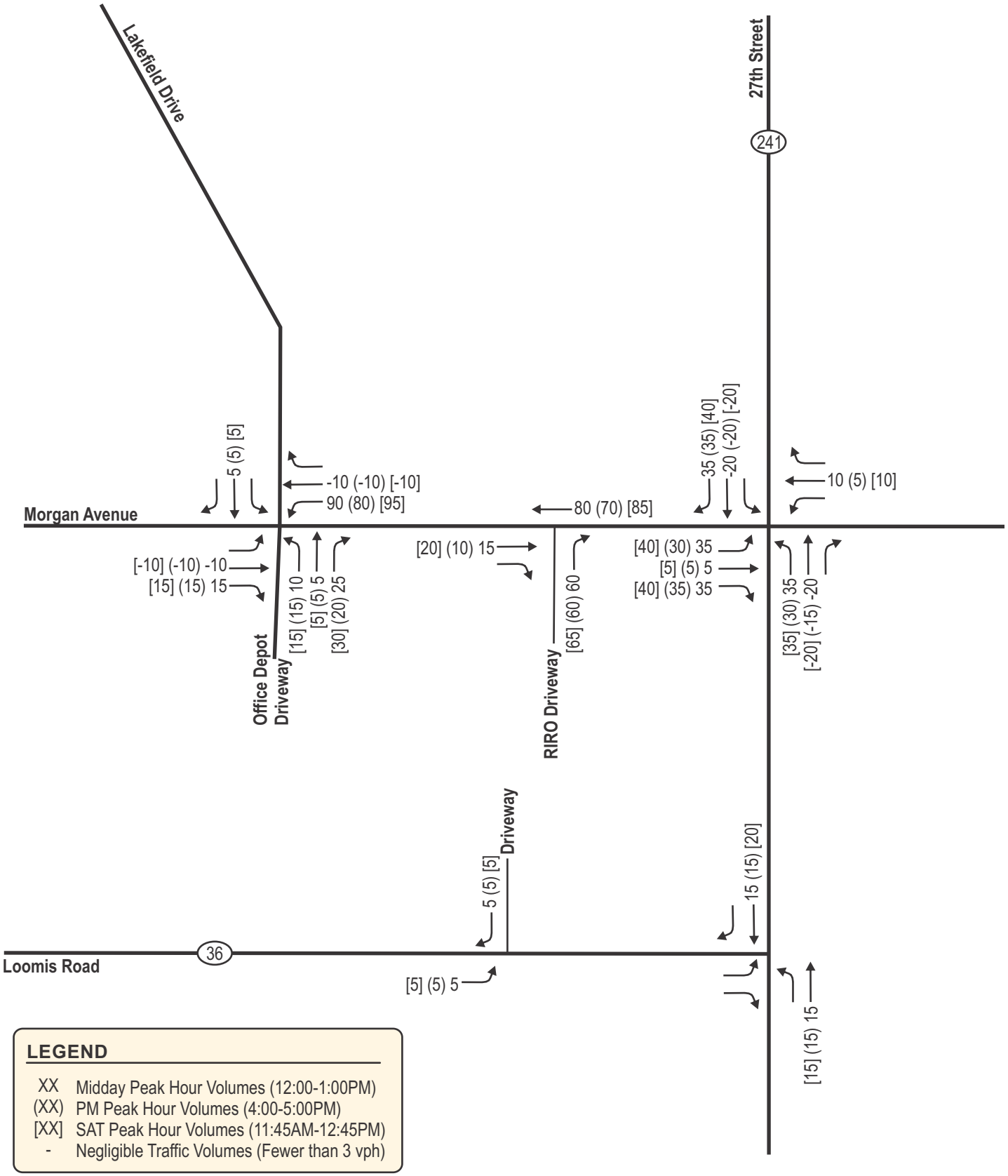

LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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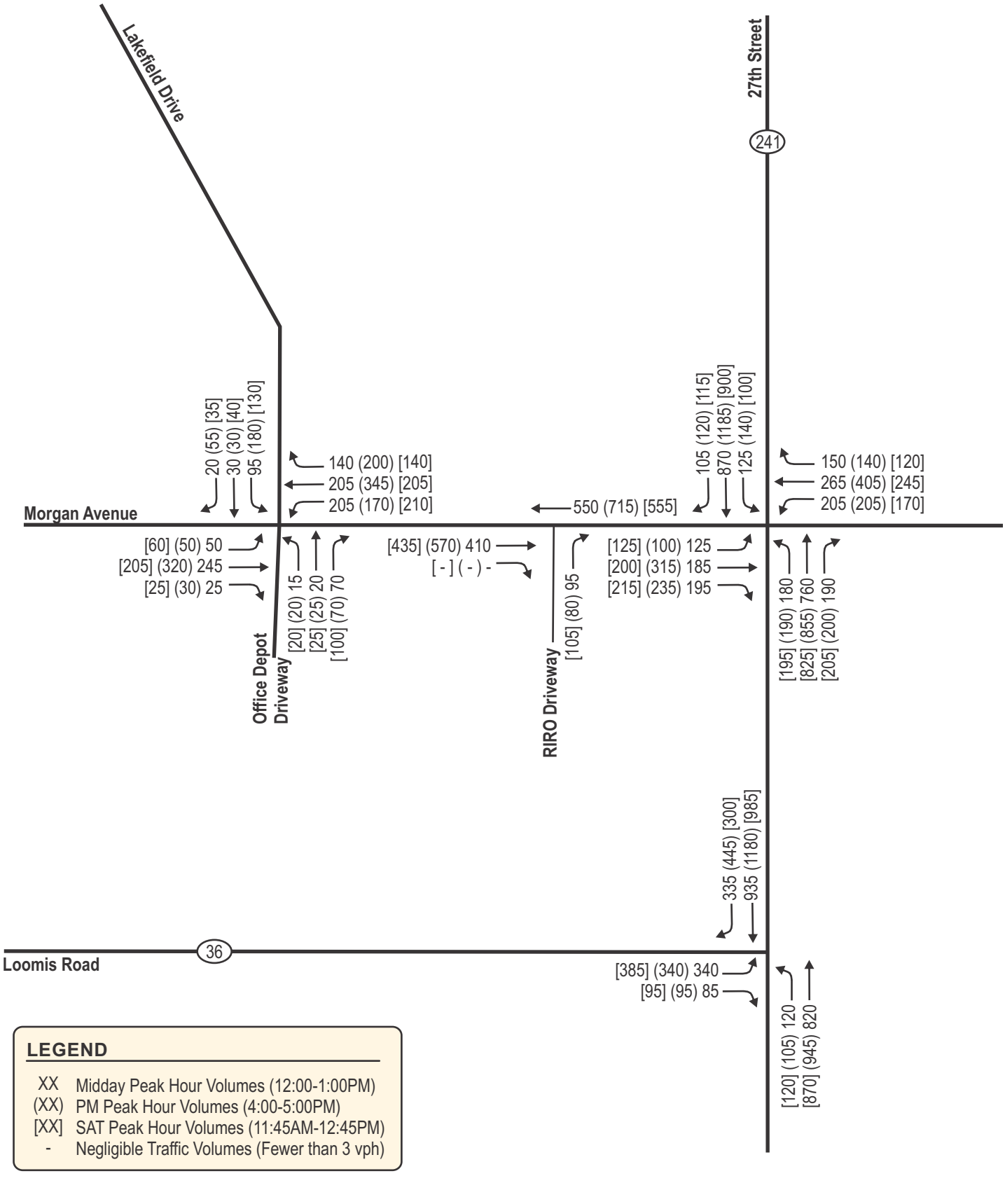
EXHIBIT 3-5C
ON-SITE DRIVEWAY TRIPS SENSITIVITY ANALYSIS

MILWAUKEE, WISCONSIN



LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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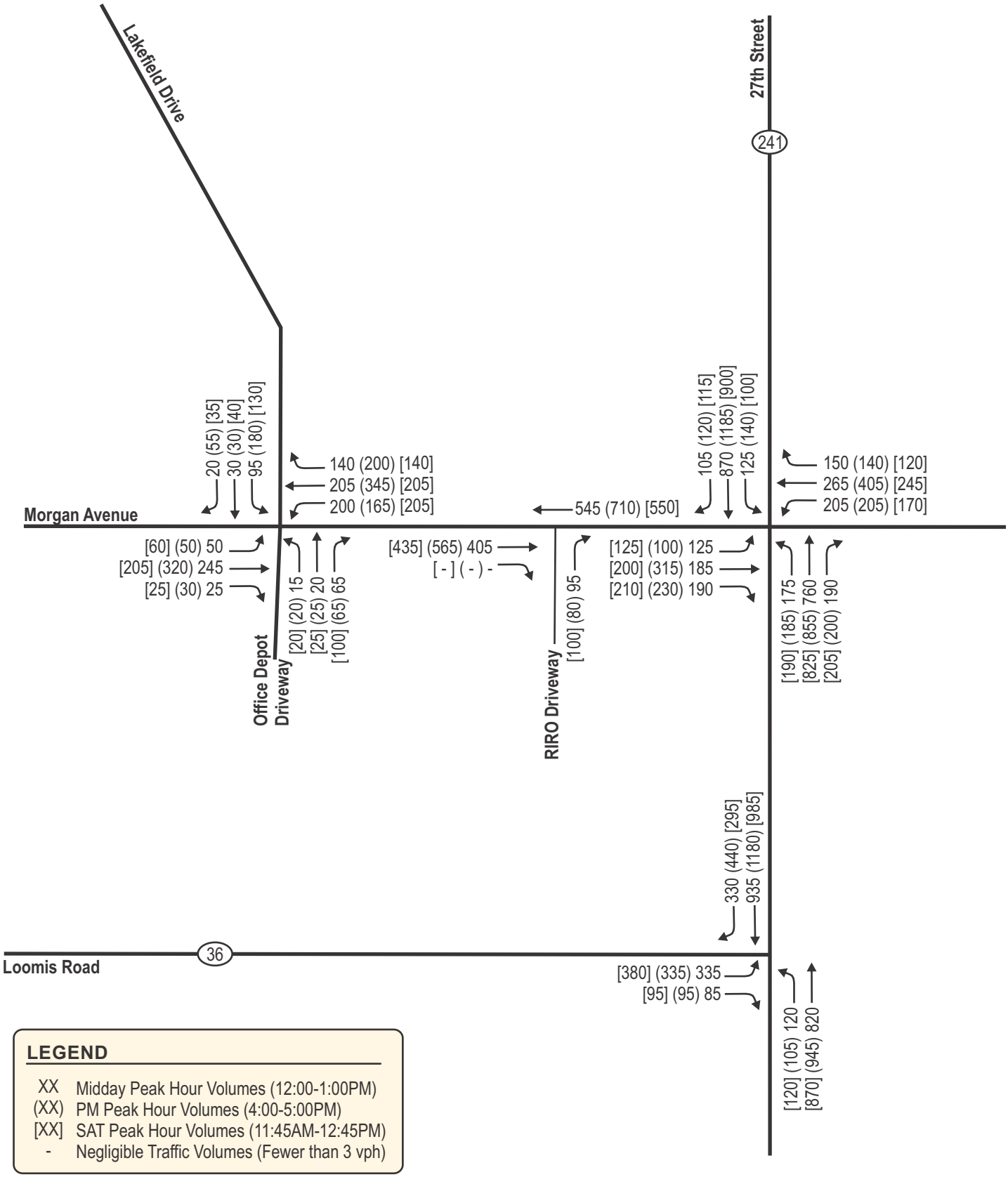
EXHIBIT 3-6
FULL BUILD TRAFFIC VOLUMES

MILWAUKEE, WISCONSIN



LEGEND

XX	Midday Peak Hour Volumes (12:00-1:00PM)
(XX)	PM Peak Hour Volumes (4:00-5:00PM)
[XX]	SAT Peak Hour Volumes (11:45AM-12:45PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

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EXHIBIT 3-7
FULL BUILD TRAFFIC VOLUMES SENSITIVITY ANALYSIS

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 B.

PART C – BUILD TRAFFIC ANALYSIS

C1. Build Peak Hour Traffic Operations – No Modifications

The Build traffic volumes were evaluated at the study intersections using the same geometrics and traffic control as evaluated for the existing traffic volumes. The Build traffic LOS and queues are shown on Exhibit 4-2. The Build (Sensitivity Analysis) traffic LOS and queues are shown on Exhibit 4-3. As shown, regardless of the new trip distribution scenario, 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 traffic and Build (Sensitivity Analysis) traffic analysis worksheets from Synchro are located in Appendix C.

C2. Build Peak Hour Traffic Operations – With Modifications

Modifications are recommended to accommodate the full build traffic volumes (with development) as summarized in *Chapter V – Recommendations and Conclusion*.

The Build traffic LOS and queues with the recommended modifications are shown on Exhibit 4-4. This scenario assumes a highest volume situation which doesn't account for the potential "cut through" traffic as analyzed in the Sensitivity Analysis scenario performed for this study. As shown, all movements are expected to continue to operate acceptably at LOS D or better during the peak hours with modifications. The Build traffic analysis with modifications worksheets from Synchro are located in Appendix D.

The Build traffic LOS and queues with the Alternate recommended modifications are shown on Exhibit 4-5. This scenario also assumes a highest volume situation which doesn't account for the potential "cut through" traffic as analyzed in the Sensitivity Analysis scenario performed for this study. However, this scenario assumes modifications to the left-turn phasing at the South 27th Street intersection with West Morgan Avenue. As shown, all movements are expected to continue to operate acceptably at LOS D or better during the peak hours with Alternate modifications noting that with the addition of eastbound left-turn phasing, the queue lengths in the eastbound left-turn lane are expected to fall within the length of the existing left-turn lane. The Build traffic analysis with Alternate modifications worksheets from Synchro are located in Appendix E.

Table 4-1
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			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*2*	*1*	*1*	*2*	*1*	*2*		*1*	*2*		*1*	
Node 100: Morgan Avenue & Lakefield Drive/Office Depot D/W[1] *Traffic Signal Control*	MID	LOS	A	B	B	A	B	B	D		D	D		D	B
		Delay	9	13	12	5	11	12	40		43	40		37	17
		Queue	30'	90'	25'	50'	70'	95'	35'		55'	75'		25'	
	PM	LOS	B	B	B	B	C	C	D		D	D		C	C
		Delay	11	16	14	19	29	30	38		40	38		34	26
		Queue	35'	115'	25'	65'	150'	185'	40'		60'	110'		45'	
	SAT	LOS	B	B	B	A	B	B	D		D	D		D	B
		Delay	10	14	13	6	11	12	37		41	40		37	19
		Queue	40'	80'	25'	55'	65'	95'	35'		80'	90'		35'	
		Lanes->	-	*2*		*3*			-		*1*	-			
Node 200: Morgan Avenue & Right-in/Right-out D/W *One-Way Stop Control*	MID	LOS	-	*		*			-		A	-			A
		Delay	-	*		*			-		9	-			1
		Queue	-	*		*			-		25'	-			
	PM	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		10	-			1
		Queue	-	*		*			-		25'	-			
	SAT	LOS	-	*		*			-		A	-			A
		Delay	-	*		*			-		9	-			1
		Queue	-	*		*			-		25'	-			
		Lanes->	*1*	*2*	*1*	*1*	*3*		*2*	*3*	*1*	*2*	*3*		
Node 300: 27th Street & Morgan Avenue *Traffic Signal Control*	MID	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	40	38	39	28	24		12	7	7	14	13		17
		Queue	110'	90'	105'	145'	90'		25'	70'	40'	35'	150'		
	PM	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	40	40	40	31	24		17	7	7	15	15		18
		Queue	80'	130'	115'	145'	115'		50'	80'	45'	45'	215'		
	SAT	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	39	38	39	27	23		12	7	6	14	13		16
		Queue	100'	95'	115'	115'	75'		25'	75'	45'	30'	150'		
		Lanes->	*2*	-	*1*	-			*2*	*3*		*3*		*1*	
Node 400: 27th Street & Loomis Road *Traffic Signal Control*	MID	LOS	D	-	C	-			A	A		B		A	B
		Delay	37	-	33	-			5	5		12		0	16
		Queue	135'	-	60'	-			25'	80'		190'		'	
	PM	LOS	D	-	D	-			A	A		B		A	B
		Delay	40	-	36	-			7	4		16		0	15
		Queue	130'	-	65'	-			25'	95'		250'		'	
	SAT	LOS	D	-	C	-			A	A		C		A	B
		Delay	41	-	34	-			8	5		23		0	19
		Queue	155'	-	65'	-			25'	95'		210'		'	

(-) 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.
U-Turns, if any, are included in the left-turn volume.
[1] HCM 6th Edition methodology does not support shared lanes on north approach, HCM 2000 results shown at this intersection.

Table 4-2
Full Build 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			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*2*	*1*	*1*	*2*	*1*	*2*		*1*	*2*		*1*	
Node 100: Morgan Avenue & Lakefield Drive/Office Depot D/W[1] *Traffic Signal Control*	MID	LOS	B	B	B	A	B	B	D		D	D		D	B
		Delay	12	17	15	8	12	13	38		41	40		37	19
		Queue	35'	100'	25'	120'	70'	105'	50'		80'	80'		25'	
	PM	LOS	B	B	B	B	C	C	D		D	D		C	C
		Delay	14	19	17	16	26	28	38		41	37		34	26
		Queue	35'	125'	25'	115'	145'	185'	55'		80'	110'		45'	
	SAT	LOS	B	B	B	A	B	B	D		D	D		D	C
		Delay	13	17	16	7	12	12	37		44	40		37	20
		Queue	40'	80'	25'	110'	70'	105'	55'		105'	95'		35'	
		Lanes->	-	*2*		*3*			-		*1*	-			
Node 200: Morgan Avenue & Right-in/Right-out D/W *One-Way Stop Control*	MID	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		10	-			1
		Queue	-	*		*			-		25'	-			
	PM	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
	SAT	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
		Lanes->	*1*	*2*	*1*	*1*	*3*		*2*	*3*	*1*	*2*	*3*		
Node 300: 27th Street & Morgan Avenue *Traffic Signal Control*	MID	LOS	D	D	D	C	C		A	A	A	B	B		B
		Delay	42	38	39	28	24		3	1	1	11	13		15
		Queue	175'	90'	130'	145'	90'		40'	70'	40'	35'	155'		
	PM	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	41	40	41	31	24		19	7	7	15	15		19
		Queue	135'	130'	140'	145'	120'		105'	80'	45'	45'	215'		
	SAT	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	41	38	39	27	24		13	7	6	14	13		17
		Queue	160'	95'	140'	115'	80'		40'	70'	45'	30'	155'		
		Lanes->	*2*	-	*1*	-			*2*	*3*		*3*		*1*	
Node 400: 27th Street & Loomis Road *Traffic Signal Control*	MID	LOS	D	-	D	-			A	A		C		A	B
		Delay	40	-	36	-			7	4		22		0	18
		Queue	135'	-	60'	-			25'	85'		195'		'	
	PM	LOS	D	-	D	-			A	A		B		A	B
		Delay	41	-	36	-			7	5		17		0	15
		Queue	135'	-	65'	-			25'	100'		255'		'	
	SAT	LOS	D	-	C	-			A	A		C		A	B
		Delay	41	-	34	-			8	5		23		0	19
		Queue	160'	-	65'	-			25'	95'		215'		'	

(-) 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.
U-Turns, if any, are included in the left-turn volume.
[1] HCM 6th Edition methodology does not support shared lanes on north approach, HCM 2000 results shown at this intersection.

Table 4-3
Full Build (Sensitivity Analysis) 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			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Morgan Avenue & Lakefield Drive/Office Depot D/W[1] *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*2*		*1*	*2*		*1*	
	MID	LOS	B	B	B	A	B	B	D		D	D		D	B
		Delay	12	17	15	8	12	13	38		41	40		37	19
		Queue	35'	100'	25'	115'	70'	105'	50'		80'	80'		25'	
	PM	LOS	B	B	B	B	C	C	D		D	D		C	C
		Delay	13	19	17	16	27	28	39		41	37		34	26
		Queue	35'	125'	25'	110'	145'	185'	60'		75'	110'		45'	
	SAT	LOS	B	B	B	A	B	B	D		D	D		D	C
		Delay	13	17	16	7	12	13	37		44	40		37	20
		Queue	40'	80'	25'	110'	70'	105'	55'		105'	95'		35'	
Node 200: Morgan Avenue & Right-in/Right-out D/W *One-Way Stop Control*		*Lanes->*	-	*2*		*3*			-		*1*	-			
	MID	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		10	-			1
		Queue	-	*		*			-		25'	-			
	PM	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
	SAT	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
Node 300: 27th Street & Morgan Avenue *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*3*		*2*	*3*	*1*	*2*	*3*		
	MID	LOS	D	D	D	C	C		A	A	A	B	B		B
		Delay	42	38	39	28	24		3	1	1	11	13		15
		Queue	175'	90'	125'	145'	90'		35'	70'	40'	35'	155'		
	PM	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	41	40	41	31	24		19	7	7	15	15		19
		Queue	135'	130'	135'	145'	120'		105'	80'	45'	45'	215'		
	SAT	LOS	D	D	D	C	C		B	A	A	B	B		B
		Delay	41	38	39	27	24		13	7	6	14	13		17
		Queue	160'	95'	135'	115'	80'		40'	70'	45'	30'	155'		
Node 400: 27th Street & Loomis Road *Traffic Signal Control*		*Lanes->*	*2*	-	*1*	-			*2*	*3*		*3*		*1*	
	MID	LOS	D	-	D	-			A	A		C		A	B
		Delay	40	-	36	-			7	4		22		0	18
		Queue	135'	-	60'	-			25'	85'		195'		'	
	PM	LOS	D	-	D	-			A	A		B		A	B
		Delay	40	-	36	-			7	5		17		0	15
		Queue	130'	-	65'	-			25'	95'		255'		'	
	SAT	LOS	D	-	C	-			A	A		C		A	B
		Delay	41	-	34	-			8	5		23		0	19
		Queue	155'	-	65'	-			25'	95'		215'		'	

(-) 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.
U-Turns, if any, are included in the left-turn volume.
[1] HCM 6th Edition methodology does not support shared lanes on north approach, HCM 2000 results shown at this intersection.

Table 4-4
Full Build Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Morgan Avenue & Lakefield Drive/Office Depot D/W *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*2*		*1*	*1*	*2*	*1*	
	MID	LOS	A	C	B	A	B	B	D		D	D	D	C	B
		Delay	5	20	18	5	12	12	35		37	41	35	34	18
		Queue	25'	60'	25'	25'	30'	30'	45'		75'	100'	40'	25'	
	PM	LOS	A	C	C	A	B	B	C		C	D	C	C	C
		Delay	9	26	23	5	16	16	30		31	38	29	30	22
		Queue	25'	90'	25'	45'	75'	55'	45'		65'	155'	35'	40'	
	SAT	LOS	A	C	C	A	B	B	C		D	D	C	C	C
		Delay	7	22	20	5	14	15	33		35	40	33	32	20
		Queue	25'	55'	25'	90'	50'	55'	50'		95'	120'	45'	30'	
Node 200: Morgan Avenue & Right-in/Right-out D/W *One-Way Stop Control*		*Lanes->*	-	*2*		*3*			-		*1*	-			
	MID	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		10	-			1
		Queue	-	*		*			-		25'	-			
	PM	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
	SAT	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
Node 300: 27th Street & Morgan Avenue *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*3*		*2*	*3*	*1*	*2*	*3*		
	MID	LOS	D	D	D	C	C		A	A	A	B	B		B
		Delay	42	38	39	28	24		3	1	1	11	13		15
		Queue	150'	70'	95'	145'	90'		45'	105'	60'	35'	155'		
	PM	LOS	D	D	D	C	C		A	A	A	B	B		B
		Delay	41	40	41	31	24		7	1	1	12	15		16
		Queue	130'	100'	105'	145'	120'		105'	110'	60'	45'	215'		
	SAT	LOS	D	D	D	C	C		A	A	A	B	B		B
		Delay	41	38	40	27	24		3	1	1	11	13		14
		Queue	140'	75'	110'	115'	80'		80'	110'	65'	30'	155'		
Node 400: 27th Street & Loomis Road *Traffic Signal Control*		*Lanes->*	*2*	-	*1*	-			*2*	*3*		*3*		*1*	
	MID	LOS	D	-	D	-			A	A		B		A	B
		Delay	40	-	36	-			6	4		16		0	15
		Queue	135'	-	60'	-			25'	85'		80'		'	
	PM	LOS	D	-	D	-			A	A		A		A	A
		Delay	41	-	36	-			5	5		1		0	8
		Queue	135'	-	65'	-			25'	100'		80'		'	
	SAT	LOS	D	-	C	-			A	A		A		A	A
		Delay	41	-	34	-			5	5		1		0	9
		Queue	160'	-	65'	-			25'	95'		90'		'	

(-) 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.
U-Turns, if any, are included in the left-turn volume.

Table 4-5
Full Build Traffic Peak Hour Operating Conditions
With Alternate Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Morgan Avenue & Lakefield Drive/Office Depot D/W *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*	*1*	*2*		*1*	*1*	*2*	*1*	
	MID	LOS	A	C	B	A	B	B	D		D	D	D	C	B
		Delay	5	20	18	5	12	12	35		37	41	35	34	18
		Queue	25'	60'	25'	25'	25'	25'	45'		75'	100'	40'	25'	
	PM	LOS	A	C	C	A	B	B	C		C	D	C	C	C
		Delay	9	26	23	5	16	16	30		31	38	29	30	22
		Queue	25'	90'	25'	45'	65'	55'	45'		65'	155'	35'	40'	
	SAT	LOS	A	C	C	A	B	B	C		D	D	C	C	C
		Delay	7	22	20	5	14	15	33		35	40	33	32	20
		Queue	25'	55'	25'	30'	35'	35'	50'		95'	120'	45'	30'	
Node 200: Morgan Avenue & Right-in/Right-out D/W *One-Way Stop Control*		*Lanes->*	-	*2*		*3*			-		*1*	-			
	MID	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		10	-			1
		Queue	-	*		*			-		25'	-			
	PM	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
	SAT	LOS	-	*		*			-		B	-			A
		Delay	-	*		*			-		11	-			1
		Queue	-	*		*			-		25'	-			
Node 300: 27th Street & Morgan Avenue *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*3*		*2*	*3*	*1*	*2*	*3*		
	MID	LOS	C	D	D	C	C		A	A	A	B	B		B
		Delay	30	38	39	30	34		3	1	1	11	13		16
		Queue	45'	70'	95'	145'	115'		45'	105'	60'	35'	150'		
	PM	LOS	C	D	D	C	D		A	A	A	B	B		B
		Delay	30	40	41	32	35		7	1	1	12	15		18
		Queue	55'	100'	105'	145'	145'		105'	110'	60'	45'	215'		
	SAT	LOS	C	D	D	C	C		A	A	A	B	B		B
		Delay	30	38	40	28	33		3	1	1	11	13		15
		Queue	50'	75'	110'	115'	100'		80'	110'	65'	30'	155'		
Node 400: 27th Street & Loomis Road *Traffic Signal Control*		*Lanes->*	*2*	-	*1*	-			*2*	*3*		*3*		*1*	
	MID	LOS	D	-	D	-			A	A		B		A	B
		Delay	40	-	36	-			6	4		16		0	15
		Queue	135'	-	60'	-			25'	85'		80'		'	
	PM	LOS	D	-	D	-			A	A		A		A	A
		Delay	41	-	36	-			5	5		1		0	8
		Queue	135'	-	65'	-			25'	100'		80'		'	
	SAT	LOS	D	-	C	-			A	A		A		A	A
		Delay	41	-	34	-			5	5		1		0	9
		Queue	160'	-	65'	-			25'	95'		90'		'	

(-) 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.
U-Turns, if any, are included in the left-turn volume.

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* (HCM), *6th edition* using Synchro 11. 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.

General

- Provide Chick-Fil-A site driveways to West Morgan Avenue and the Office Depot internal frontage road as shown on the development site plan. The West Morgan Avenue driveway should be designed and signed for right-out operation only with stop sign control at the driveway exit and "Exit Only" (R7-201E) sign restricting entering vehicles. Additional signage should be provided for exiting traffic with a Right-turn Only (R3-5R) sign provided within the site at the driveway.

West Morgan Avenue at West Lakefield Drive

- Using pavement marking and signage, change the lane configuration on the north approach to provide a dedicated left-turn lane, a dedicated through lane and a dedicated right-turn lane (changing the center lane from a shared lane to a dedicated through lane).
- Remove the split phasing for the northbound/southbound movements at the intersection to conventional phasing.
- Program the controller to change the eastbound/westbound left-turn phasing to a lagging condition.
- Provide post-mounted flashing yellow arrows on all approaches to accommodate either lead or lag left-turn phasing.

West Morgan Avenue at South 27th Street

- Provide left-turn arrow/phasing for eastbound left-turn movements.
- Program the controller to add the left-turn phasing condition.

PART B – CONCLUSION

All movements at the study area intersections are expected to operate efficiently with the assumptions outlined in this TIA and with the identified recommended modifications. With the recommended modifications implemented at the West Morgan Avenue intersection with West Lakefield Drive and the West Morgan Avenue intersection with South 27th Street, the revised geometry and phasing is expected to improve the overall operations and safety at the intersections.

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Existing Traffic Signal Timings

Counts at Proposed Site

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **Morgan Avenue**
Minor St: **Lakefield Drive**
Intersection of: ***Morgan Avenue & Lakefield Drive***

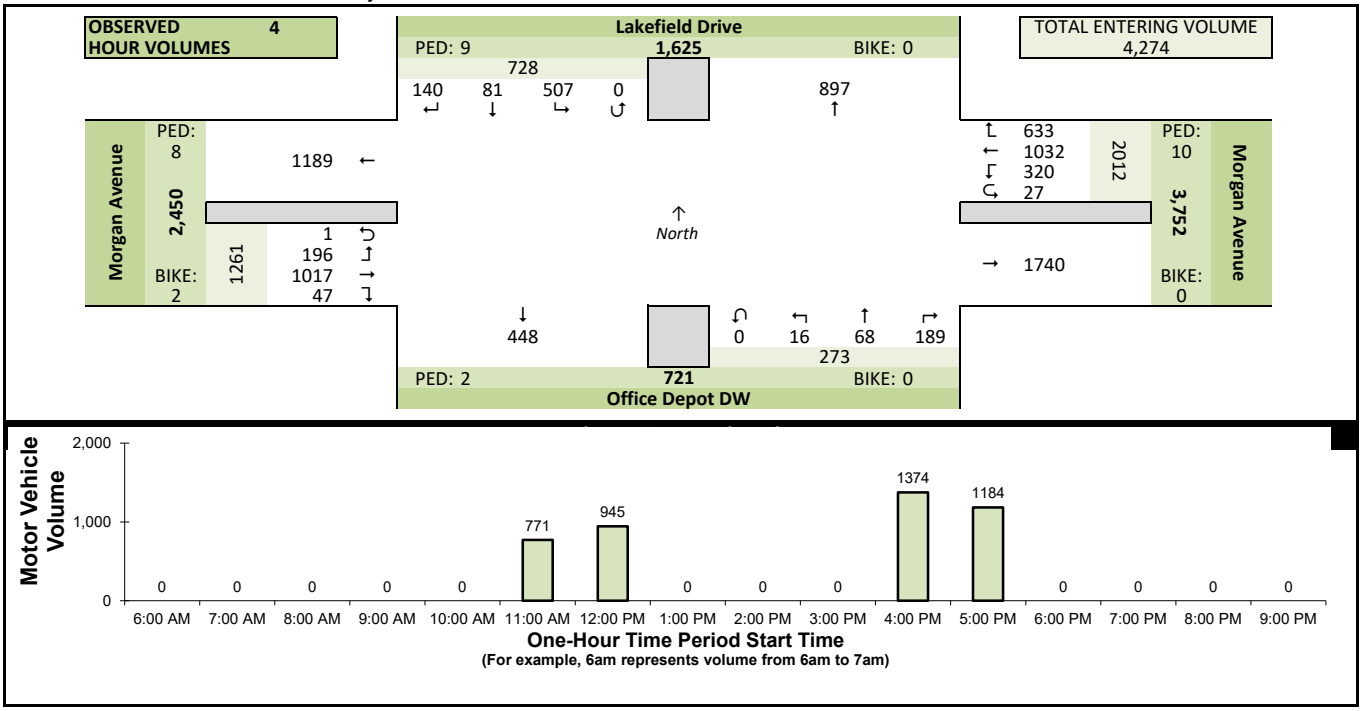
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Lakefield Drive		
East Leg	Morgan Avenue		
South Leg	Office Depot DW		
West Leg	Morgan 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	

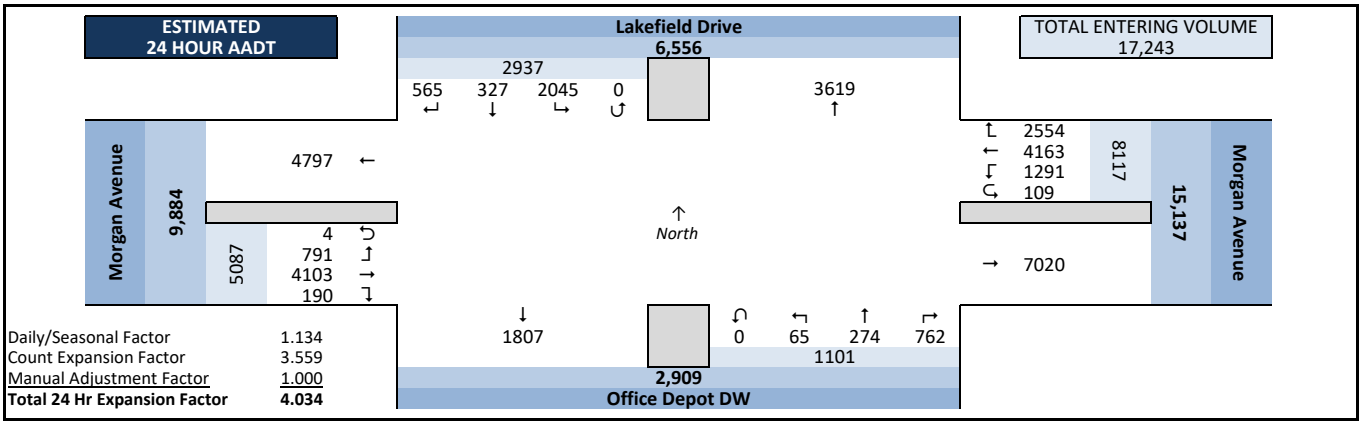
Count Information

Hrs Counted:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Tuesday, January 24, 2023			Weather	
AM Peak Period	Tuesday, January 24, 2023			Clear & Dry	
Midday Peak Period	Tuesday, January 24, 2023			Clear & Dry	
PM Peak Period	Monday, January 30, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.134		Count Expansion Factor		3.559
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Jane Fait			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

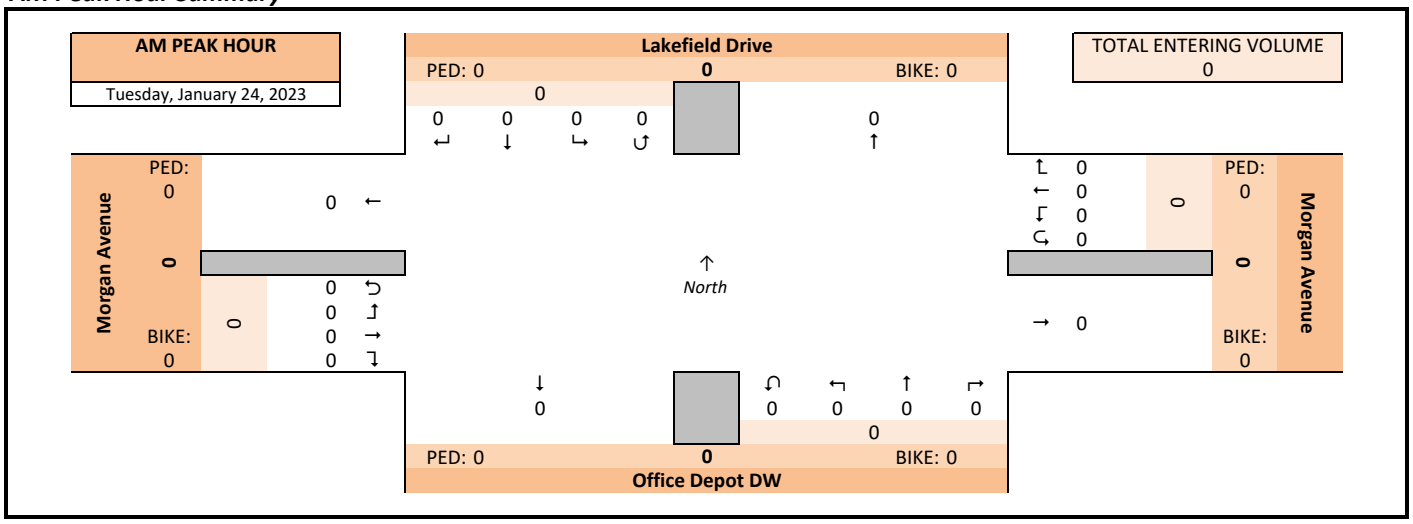
Count Basics			Page 2 of 13
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

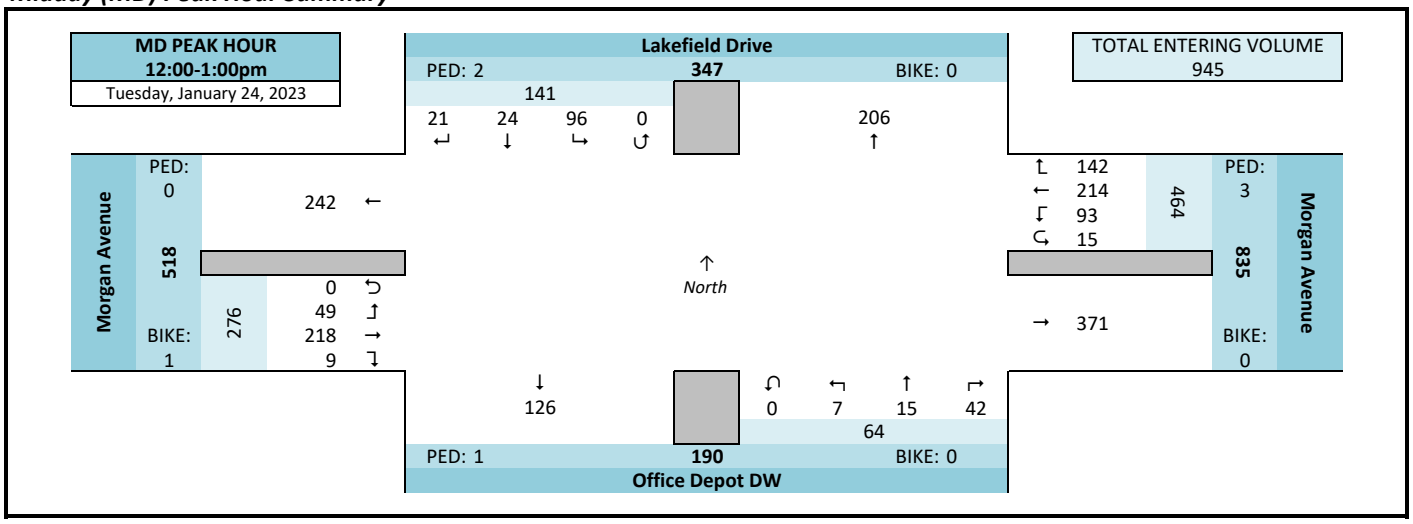
Morgan Avenue & Lakefield Drive

All Motor Vehicles

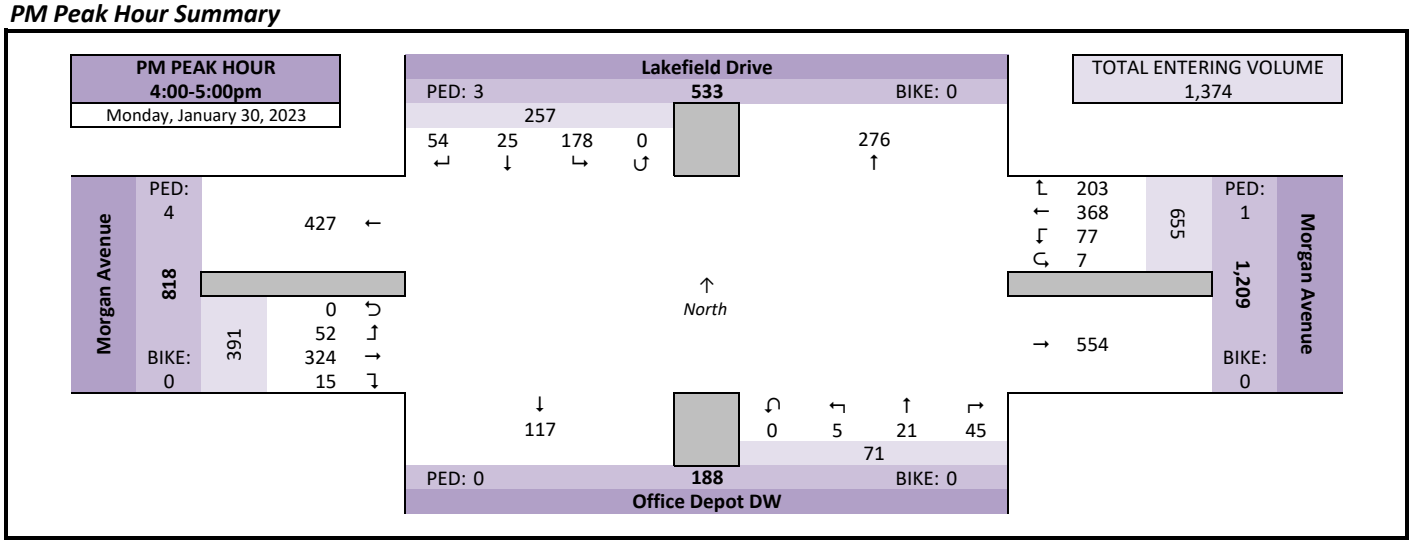
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

Morgan Avenue & Lakefield Drive

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, January 24, 2023		From North					From East					From South					From West					
	AM Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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

Tuesday, January 24, 2023		From North					From East					From South					From West					
	MD Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	4	5	22	0	31	32	44	30	2	108	6	5	3	0	14	5	44	9	0	58	211
	12:15 PM	7	7	26	0	40	35	47	20	7	109	14	6	2	0	22	2	55	11	0	68	239
	12:30 PM	5	8	24	0	37	42	67	22	3	134	10	1	0	0	11	1	66	15	0	82	264
	12:45 PM	5	4	24	0	33	33	56	21	3	113	12	3	2	0	17	1	53	14	0	68	231
	Peak Hour Volume	21	24	96	0	141	142	214	93	15	464	42	15	7	0	64	9	218	49	0	276	945
	Rounded Hourly Volume	20	25	95	0	140	140	215	95	15	465	40	15	5	0	60	10	220	50	0	280	945
	% Single Unit Trucks	0.0	0.0	6.2	0.0	4.3	7.7	3.3	0.0	0.0	3.9	0.0	6.7	0.0	0.0	1.6	11.1	3.2	2.0	0.0	3.3	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	0.5	0.0	0.0	0.4	0.1
	% Trucks (Total)	0.0	0.0	6.2	0.0	4.3	7.7	3.3	0.0	0.0	3.9	0.0	6.7	0.0	0.0	1.6	11.1	3.7	2.0	0.0	3.6	3.7
	Peak Hour Factor (PHF)	0.75	0.75	0.92	0.00	0.88	0.85	0.80	0.77	0.54	0.87	0.75	0.62	0.58	0.00	0.73	0.45	0.83	0.82	0.00	0.84	0.89

Monday, January 30, 2023		From North					From East					From South					From West					
	PM Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	4:00 PM	12	4	53	0	69	59	79	16	1	155	8	5	0	0	13	2	69	13	0	84	321
	4:15 PM	15	5	46	0	66	52	95	22	3	172	12	8	0	0	20	4	94	13	0	111	369
	4:30 PM	15	8	36	0	59	48	96	17	0	161	11	6	2	0	19	5	88	15	0	108	347
	4:45 PM	12	8	43	0	63	44	98	22	3	167	14	2	3	0	19	4	73	11	0	88	337
	Peak Hour Volume	54	25	178	0	257	203	368	77	7	655	45	21	5	0	71	15	324	52	0	391	1374
	Rounded Hourly Volume	55	25	180	0	260	205	370	75	5	655	45	20	5	0	70	15	325	50	0	390	1375
	% Single Unit Trucks	0.0	0.0	1.7	0.0	1.2	1.5	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.3	2.0
	% 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	1.7	0.0	1.2	1.5	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.3	2.0
	Peak Hour Factor (PHF)	0.90	0.78	0.84	0.00	0.93	0.86	0.94	0.87	0.58	0.95	0.80	0.66	0.42	0.00	0.89	0.75	0.86	0.87	0.00	0.88	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
		Lakefield Drive			Morgan Avenue			Office Depot DW			Morgan 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	1	0	1	0	0	0	1	0	1	0	0	0	2
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
	12:45 PM	1	0	1	1	0	1	0	0	0	0	1	1	3
	Total	2	0	2	3	0	3	1	0	1	0	1	1	7
PM	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	3	0	3	0	0	0	0	0	0	4	0	4	7
	4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	3	0	3	1	0	1	0	0	0	4	0	4	8

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

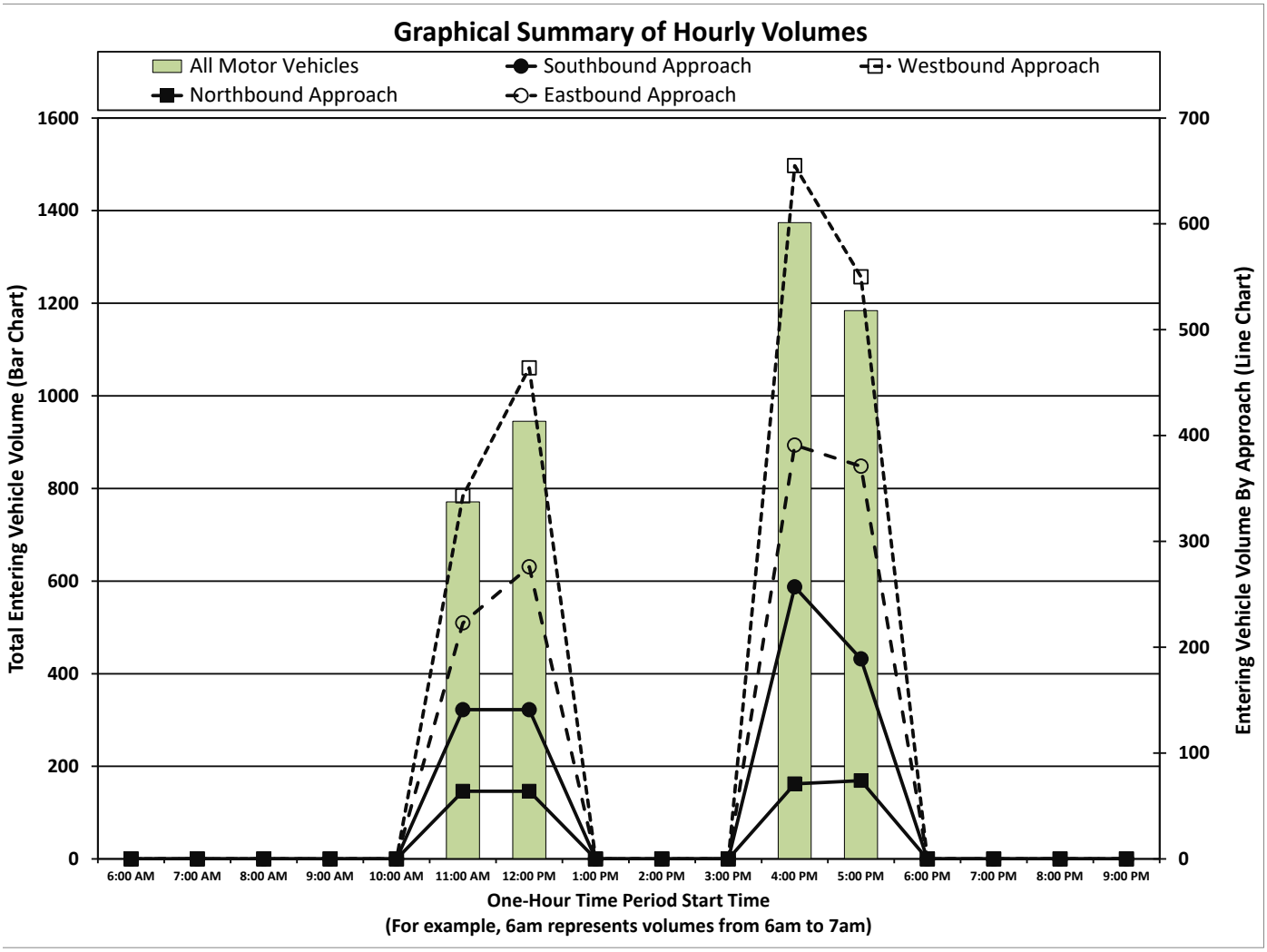
Hourly Volume Summary - Motor Vehicle Data

Morgan Avenue & Lakefield Drive

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	30	11	100	0	141	102	172	69	0	343	46	16	2	0	64	11	172	39	1	223	771	566	205
	12:00 PM	21	24	96	0	141	142	214	93	15	464	42	15	7	0	64	9	218	49	0	276	945	740	205
	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	54	25	178	0	257	203	368	77	7	655	45	21	5	0	71	15	324	52	0	391	1374	1046	328
	5:00 PM	35	21	133	0	189	186	278	81	5	550	56	16	2	0	74	12	303	56	0	371	1184	921	263
	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
Totals		140	81	507	0	728	633	1032	320	27	2012	189	68	16	0	273	47	1017	196	1	1261	4274	3273	1001



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Morgan Avenue & Lakefield Drive

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	9	2	24	0	35	27	50	17	0	94	12	3	1	0	16	0	57	6	1	64	209	771	0.92
	11:15 AM	8	2	31	0	41	15	33	14	0	62	18	2	0	0	20	5	40	8	0	53	176	773	0.92
	11:30 AM	6	3	22	0	31	29	41	17	0	87	9	2	1	0	12	1	35	11	0	47	177	836	0.87
	11:45 AM	7	4	23	0	34	31	48	21	0	100	7	9	0	0	16	5	40	14	0	59	209	923	0.87
	12:00 PM	4	5	22	0	31	32	44	30	2	108	6	5	3	0	14	5	44	9	0	58	211	945	0.89
	12:15 PM	7	7	26	0	40	35	47	20	7	109	14	6	2	0	22	2	55	11	0	68	239		
	12:30 PM	5	8	24	0	37	42	67	22	3	134	10	1	0	0	11	1	66	15	0	82	264		
	12:45 PM	5	4	24	0	33	33	56	21	3	113	12	3	2	0	17	1	53	14	0	68	231		
	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		
	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	12	4	53	0	69	59	79	16	1	155	8	5	0	0	13	2	69	13	0	84	321	1374	0.93
	4:15 PM	15	5	46	0	66	52	95	22	3	172	12	8	0	0	20	4	94	13	0	111	369	1386	0.94
	4:30 PM	15	8	36	0	59	48	96	17	0	161	11	6	2	0	19	5	88	15	0	108	347	1322	0.95
	4:45 PM	12	8	43	0	63	44	98	22	3	167	14	2	3	0	19	4	73	11	0	88	337	1288	0.96
	5:00 PM	4	7	29	0	40	50	89	17	2	158	14	3	1	0	18	4	90	23	0	117	333	1184	0.89
	5:15 PM	7	3	34	0	44	53	70	21	1	145	11	5	1	0	17	2	87	10	0	99	305		
	5:30 PM	18	6	43	0	67	46	71	25	2	144	16	5	0	0	21	1	66	14	0	81	313		
	5:45 PM	6	5	27	0	38	37	48	18	0	103	15	3	0	0	18	5	60	9	0	74	233		
	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		
Totals		140	81	507	0	728	633	1032	320	27	2012	189	68	16	0	273	47	1017	196	1	1261	4274		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	21	24	96	0	141	142	214	93	15	464	42	15	7	0	64	9	218	49	0	276	945	0.89
PM	4:00 PM	54	25	178	0	257	203	368	77	7	655	45	21	5	0	71	15	324	52	0	391	1374	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

Morgan Avenue & Lakefield Drive

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West					15-Min	Hourly
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					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		
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	9	2	23	0	34	26	48	16	0	90	12	3	1	0	16	0	53	6	1	60	200	742
	11:15 AM	8	2	28	0	38	15	33	14	0	62	18	2	0	0	20	5	38	8	0	51	171	743
	11:30 AM	6	3	20	0	29	27	41	17	0	85	9	2	1	0	12	1	32	11	0	44	170	803
	11:45 AM	7	4	21	0	32	30	46	21	0	97	7	8	0	0	15	5	38	14	0	57	201	889
	12:00 PM	4	5	20	0	29	30	42	30	2	104	6	4	3	0	13	4	42	9	0	55	201	910
	12:15 PM	7	7	24	0	38	30	47	20	7	104	14	6	2	0	22	2	54	11	0	67	231	
	12:30 PM	5	8	22	0	35	40	66	22	3	131	10	1	0	0	11	1	64	14	0	79	256	
	12:45 PM	5	4	24	0	33	31	52	21	3	107	12	3	2	0	17	1	50	14	0	65	222	
	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	
	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	12	4	52	0	68	58	78	16	1	153	8	5	0	0	13	2	66	13	0	81	315	1346
	4:15 PM	15	5	46	0	66	51	93	22	3	169	12	8	0	0	20	4	89	13	0	106	361	1355
	4:30 PM	15	8	35	0	58	48	93	17	0	158	11	6	2	0	19	5	85	15	0	105	340	1296
	4:45 PM	12	8	42	0	62	43	95	22	3	163	14	2	3	0	19	4	71	11	0	86	330	1265
	5:00 PM	4	7	29	0	40	50	87	16	2	155	14	3	1	0	18	4	84	23	0	111	324	1167
	5:15 PM	7	3	32	0	42	53	70	21	1	145	11	5	1	0	17	2	86	10	0	98	302	
	5:30 PM	17	6	43	0	66	45	71	25	2	143	16	5	0	0	21	1	64	14	0	79	309	
	5:45 PM	6	5	27	0	38	37	48	18	0	103	14	3	0	0	17	5	60	9	0	74	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	
Totals		139	81	488	0	708	614	1010	318	27	1969	188	66	16	0	270	46	976	195	1	1218	4165	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	21	24	90	0	135	131	207	93	15	446	42	14	7	0	63	8	210	48	0	266	910
PM	4:00 PM	54	25	175	0	254	200	359	77	7	643	45	21	5	0	71	15	311	52	0	378	1346

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

Morgan Avenue & Lakefield Drive

Single Unit (SU) Trucks & Buses

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

	15-Minute	↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					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		
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	1	0	1	1	2	1	0	4	0	0	0	0	0	0	4	0	0	4	9	28
	11:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	29
	11:30 AM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	6	32
	11:45 AM	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	8	34
	12:00 PM	0	0	2	0	2	2	2	0	0	4	0	1	0	0	1	1	2	0	0	3	10	34
	12:15 PM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	8	
	12:30 PM	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	8	
	12:45 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	8	
	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	
	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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	6	28
	4:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8	30
	4:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	24
	4:45 PM	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7	21
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	14
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
	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	
Totals		1	0	18	0	19	19	22	1	0	42	0	2	0	0	2	1	39	1	0	41	104	

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

	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	6	0	6	11	7	0	0	18	0	1	0	0	1	1	7	1	0	9	34
PM	4:00 PM	0	0	3	0	3	3	9	0	0	12	0	0	0	0	0	0	13	0	0	13	28

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Morgan Avenue & Lakefield Drive

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute	From North					From East					From South					From West						
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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
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	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	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
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	1	1	
	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	
	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	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	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	1	
	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	
Totals		0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	5	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	1	0	0	1	1
PM	4:00 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:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Morgan Avenue & Lakefield Drive

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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
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	1	0	1	1	2	1	0	4	0	0	0	0	0	0	4	0	0	4	9	29
	11:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	30
	11:30 AM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	7	33
	11:45 AM	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	8	34
	12:00 PM	0	0	2	0	2	2	2	0	0	4	0	1	0	0	1	1	2	0	0	3	10	35
	12:15 PM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	8	
	12:30 PM	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	8	
	12:45 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	3	0	0	3	9	
	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	
	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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	6	28
	4:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8	31
	4:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	26
	4:45 PM	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7	23
	5:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	9	17
	5:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
	5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	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	
Totals		1	0	19	0	20	19	22	2	0	43	1	2	0	0	3	1	41	1	0	43	109	

Peak Hour Heavy Vehicle Volume Summary

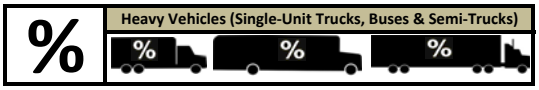
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	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	6	0	6	11	7	0	0	18	0	1	0	0	1	1	8	1	0	10	35
PM	4:00 PM	0	0	3	0	3	3	9	0	0	12	0	0	0	0	0	0	13	0	0	13	28

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Morgan Avenue & Lakefield Drive



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	4.2	0.0	2.9	3.7	4.0	5.9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.3	4.3	3.8
	11:15 AM	0.0	0.0	9.7	0.0	7.3	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	3.8	2.8	3.9
	11:30 AM	0.0	0.0	9.1	0.0	6.5	6.9	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	6.4	4.0	3.9
	11:45 AM	0.0	0.0	8.7	0.0	5.9	3.2	4.2	0.0	0.0	3.0	0.0	11.1	0.0	0.0	6.3	0.0	5.0	0.0	0.0	3.4	3.8	3.7
	12:00 PM	0.0	0.0	9.1	0.0	6.5	6.3	4.5	0.0	0.0	3.7	0.0	20.0	0.0	0.0	7.1	20.0	4.5	0.0	0.0	5.2	4.7	3.7
	12:15 PM	0.0	0.0	7.7	0.0	5.0	14.3	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.5	3.3	
	12:30 PM	0.0	0.0	8.3	0.0	5.4	4.8	1.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.0	6.7	0.0	3.7	3.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	6.1	7.1	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.4	3.9	
	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	0.0	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	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	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	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	1.9	0.0	1.4	1.7	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.6	1.9	2.0
	4:15 PM	0.0	0.0	0.0	0.0	0.0	1.9	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.5	2.2	2.2
	4:30 PM	0.0	0.0	2.8	0.0	1.7	0.0	3.1	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	2.8	2.0	2.0
	4:45 PM	0.0	0.0	2.3	0.0	1.6	2.3	3.1	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.3	2.1	1.8
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.2	5.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.1	2.7	1.4
	5:15 PM	0.0	0.0	5.9	0.0	4.5	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	1.0	
	5:30 PM	5.6	0.0	0.0	0.0	1.5	2.2	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.5	1.3	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	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	0.0	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	
Totals		0.7	0.0	3.7	0.0	2.7	3.0	2.1	0.6	0.0	2.1	0.5	2.9	0.0	0.0	1.1	2.1	4.0	0.5	0.0	3.4	2.6	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	6.3	0.0	4.3	7.7	3.3	0.0	0.0	3.9	0.0	6.7	0.0	0.0	1.6	11.1	3.7	2.0	0.0	3.6	3.7
PM	4:00 PM	0.0	0.0	1.7	0.0	1.2	1.5	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.3	2.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Morgan Avenue & Lakefield Drive

Pedestrians and Bicyclists

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
		Lakefield Drive			Morgan Avenue			Office Depot DW			Morgan Avenue				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	1	0	1	0	0	0	1	0	1	2	11
	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	11
	11:30 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	10
	11:45 AM	0	0	0	5	0	5	1	0	1	0	0	0	6	10
	12:00 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	7
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	
	12:45 PM	1	0	1	1	0	1	0	0	0	0	1	1	3	
	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	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	
	3:30 PM	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	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4:30 PM	3	0	3	0	0	0	0	0	0	4	0	4	7	8
	4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	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	3	0	3	0	0	0	0	0	0	2	0	2	5	
	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	
Totals		9	0	9	10	0	10	2	0	2	8	2	10	31	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Morgan Avenue & Lakefield Drive

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach: Lakefield Drive			Crossing East Approach: Morgan Avenue			Crossing South Approach: Office Depot DW			Crossing West Approach: Morgan 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	2
	10:30 AM	0		0	0		0	0		0	0		0	0	2
	10:45 AM	0		0	0		0	0		0	0		0	0	4
	11:00 AM	0		0	1		1	0		0	1		1	2	10
	11:15 AM	0		0	0		0	0		0	0		0	0	10
	11:30 AM	1		1	0		0	0		0	1		1	2	10
	11:45 AM	0		0	5		5	1		1	0		0	6	10
	12:00 PM	1		1	0		0	1		1	0		0	2	6
	12:15 PM	0		0	0		0	0		0	0		0	0	4
	12:30 PM	0		0	2		2	0		0	0		0	2	4
	12:45 PM	1		1	1		1	0		0	0		0	2	2
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	7
	4:00 PM	0		0	0		0	0		0	0		0	0	8
	4:15 PM	0		0	0		0	0		0	0		0	0	8
	4:30 PM	3		3	0		0	0		0	4		4	7	8
	4:45 PM	0		0	1		1	0		0	0		0	1	1
	5:00 PM	0		0	0		0	0		0	0		0	0	5
	5:15 PM	0		0	0		0	0		0	0		0	0	5
	5:30 PM	0		0	0		0	0		0	0		0	0	5
	5:45 PM	3		3	0		0	0		0	2		2	5	5
	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		9	0	9	10	0	10	2	0	2	8	0	8	29	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Tuesday, January 24, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Morgan Avenue & Lakefield Drive

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period	Start Time	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	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	Start Time	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	4:00 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, January 28, 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: **Morgan Avenue**
Minor St: **Lakefield Drive**
Intersection of: ***Morgan Avenue & Lakefield Drive***

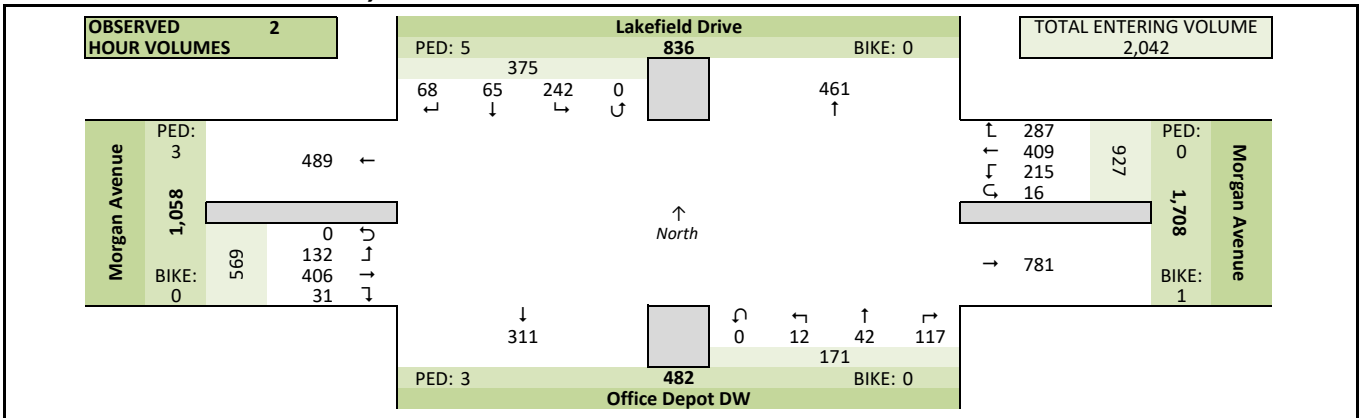
Site Information

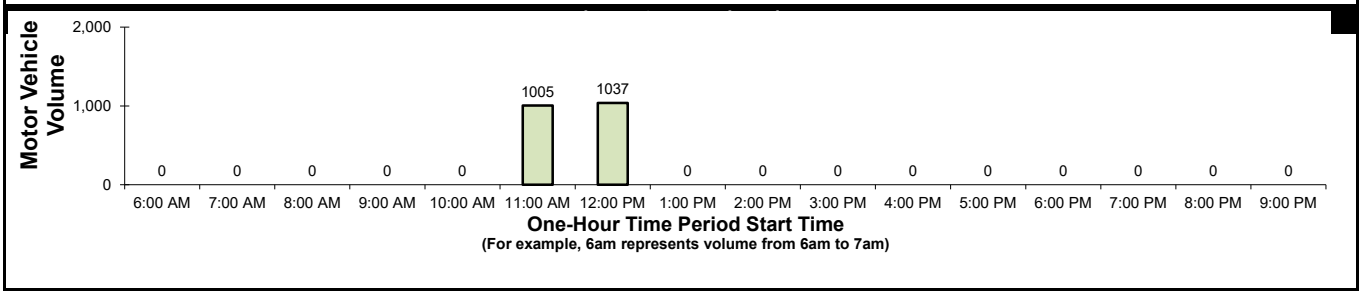
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Lakefield Drive		
East Leg	Morgan Avenue		
South Leg	Office Depot DW		
West Leg	Morgan Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
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

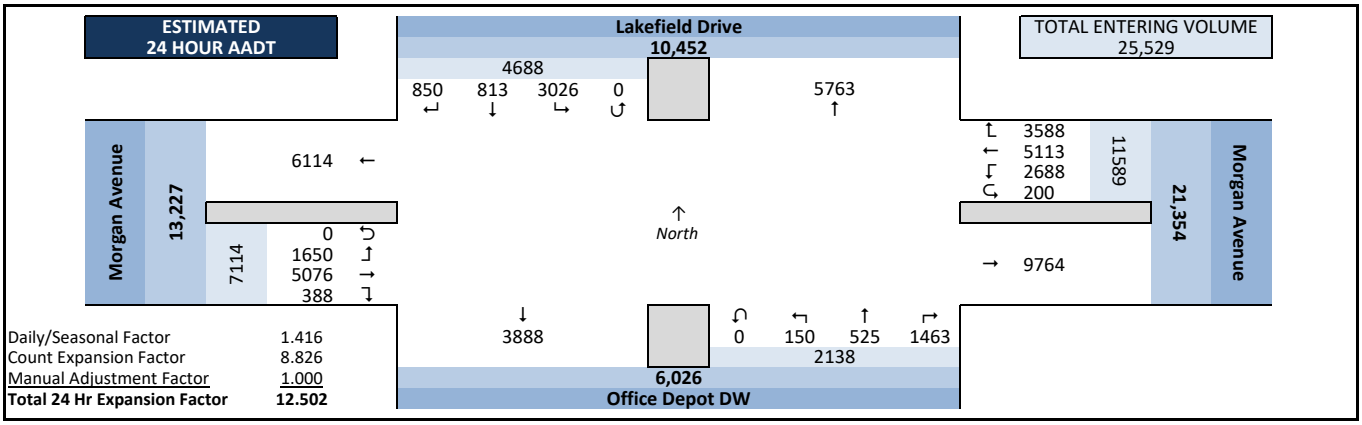
Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary





Estimated 24 Hour AADT

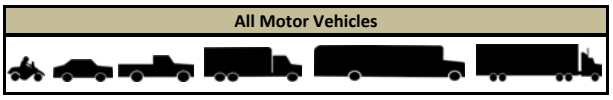


Intersection Traffic Volume Report

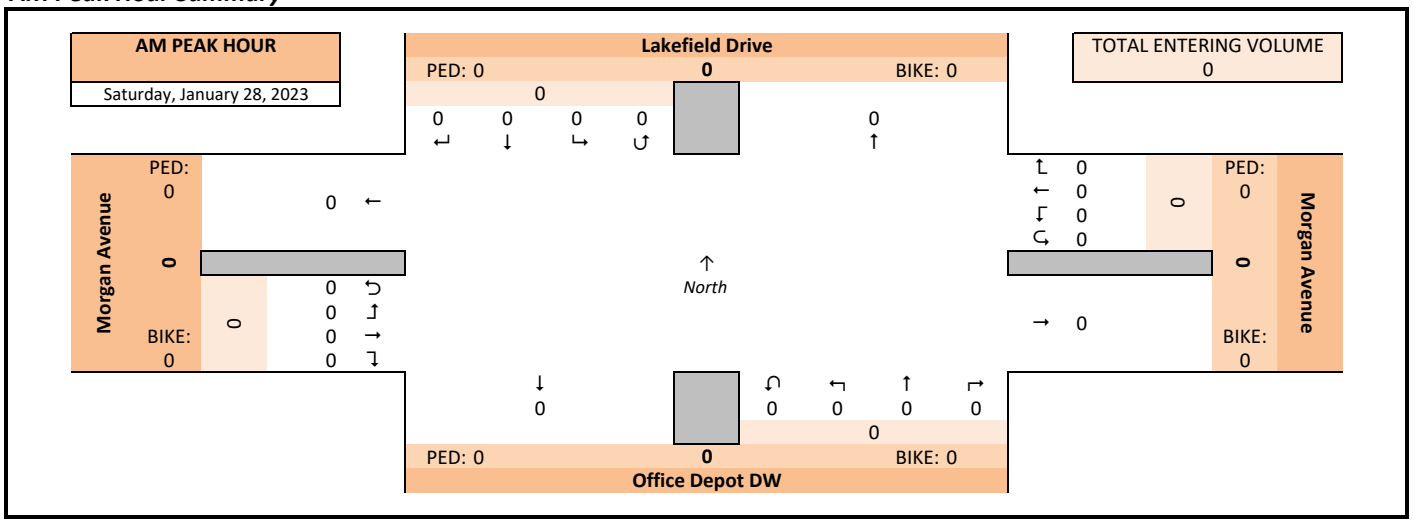
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

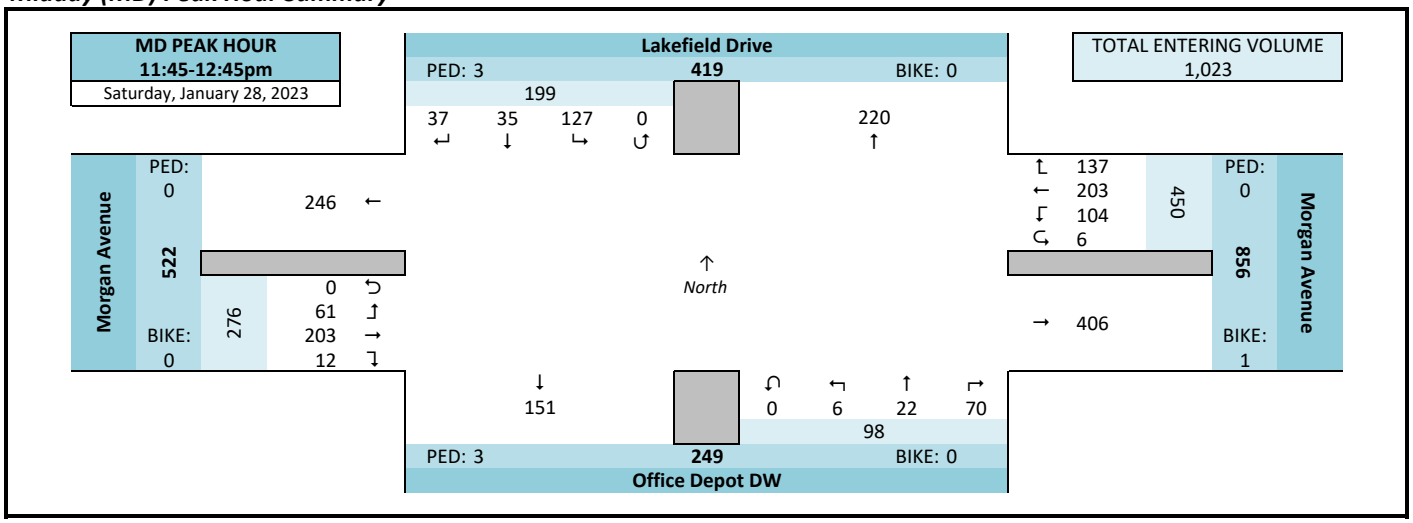
Morgan Avenue & Lakefield Drive



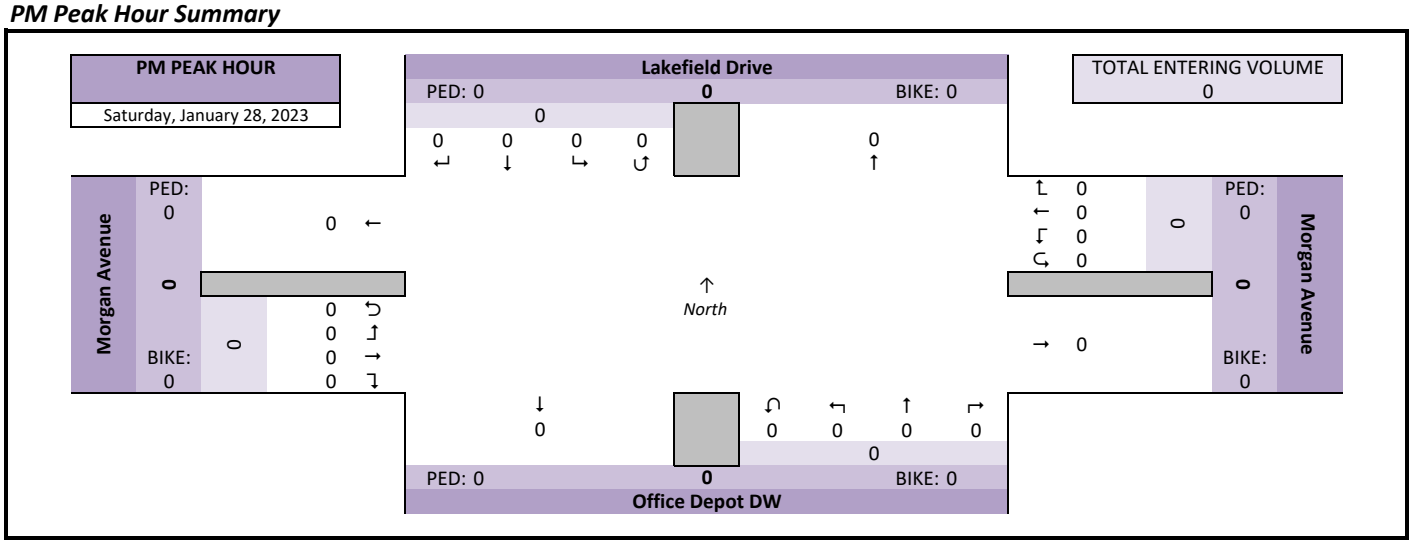
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Morgan Avenue & Lakefield Drive

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023		From North					From East					From South					From West					
	AM Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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

Saturday, January 28, 2023		From North					From East					From South					From West					
	MD Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	11:45 AM	14	12	25	0	51	36	49	25	1	111	15	3	0	0	18	4	50	13	0	67	247
	12:00 PM	8	5	34	0	47	32	46	31	2	111	11	7	2	0	20	5	53	16	0	74	252
	12:15 PM	9	12	32	0	53	39	50	24	1	114	25	5	1	0	31	1	51	18	0	70	268
	12:30 PM	6	6	36	0	48	30	58	24	2	114	19	7	3	0	29	2	49	14	0	65	256
	Peak Hour Volume	37	35	127	0	199	137	203	104	6	450	70	22	6	0	98	12	203	61	0	276	1023
	Rounded Hourly Volume	35	35	125	0	195	135	205	105	5	450	70	20	5	0	95	10	205	60	0	275	1015
	% Single Unit Trucks	0.0	0.0	3.9	0.0	2.5	1.5	2.5	0.0	0.0	1.6	1.4	4.5	0.0	0.0	2.0	0.0	2.5	0.0	0.0	1.8	1.9
	% 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	0.5	0.0	0.0	0.4	0.1
	% Trucks (Total)	0.0	0.0	3.9	0.0	2.5	1.5	2.5	0.0	0.0	1.6	1.4	4.5	0.0	0.0	2.0	0.0	3.0	0.0	0.0	2.2	2.0
	Peak Hour Factor (PHF)	0.66	0.73	0.88	0.00	0.94	0.88	0.87	0.84	0.75	0.99	0.70	0.79	0.50	0.00	0.79	0.60	0.96	0.85	0.00	0.93	0.95

Saturday, January 28, 2023		From North					From East					From South					From West					
	PM Peak Hour	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	4:00 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
	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

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
		Lakefield Drive			Morgan Avenue			Office Depot DW			Morgan 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	11:45 AM	1	0	1	0	0	0	1	0	1	0	0	0	2
	12:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
	Total	3	0	3	0	1	1	3	0	3	0	0	0	7
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

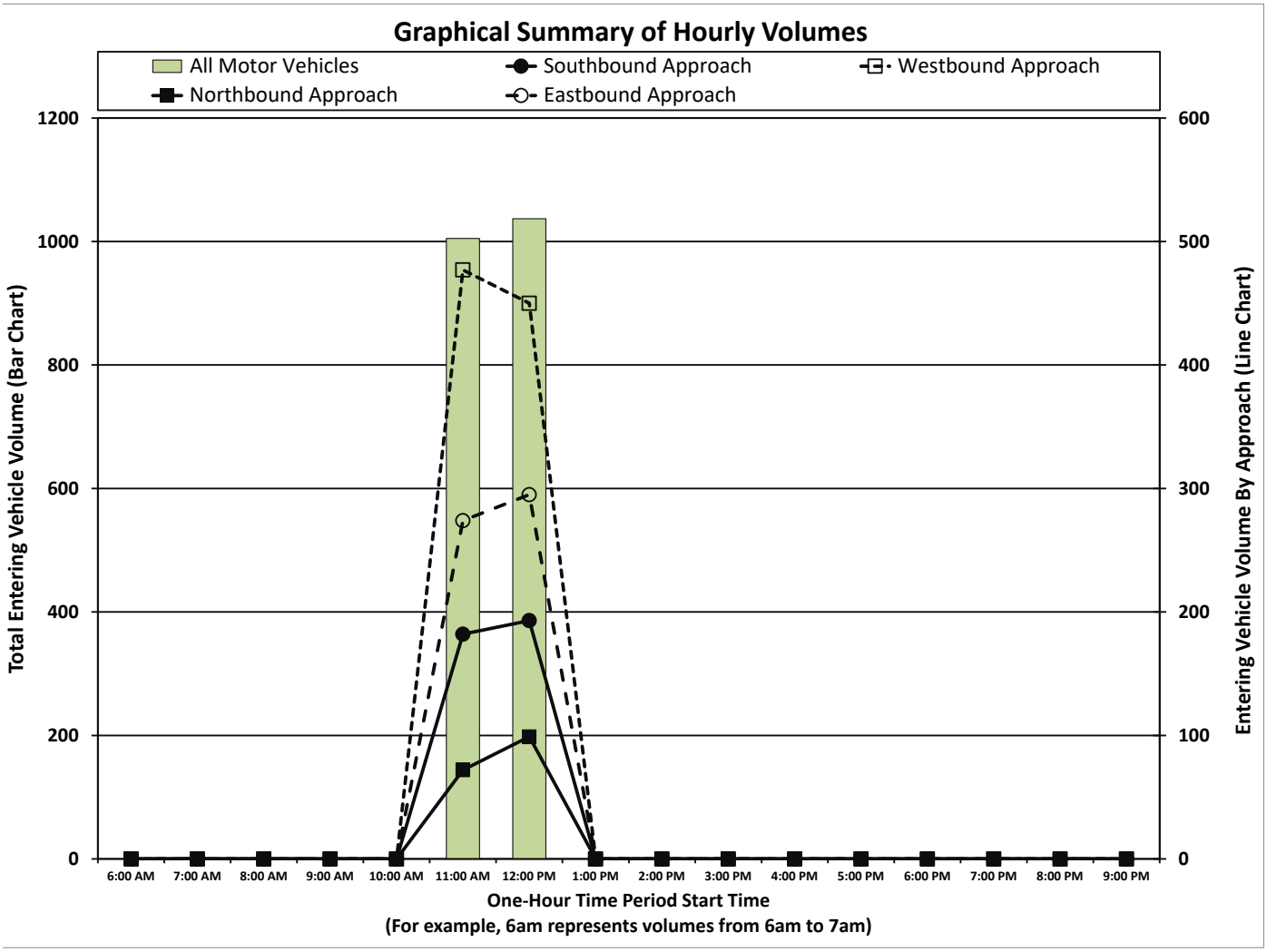
Hourly Volume Summary - Motor Vehicle Data

Morgan Avenue & Lakefield Drive

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	41	33	108	0	182	143	216	107	11	477	52	17	3	0	72	16	193	65	0	274	1005	751	254
	12:00 PM	27	32	134	0	193	144	193	108	5	450	65	25	9	0	99	15	213	67	0	295	1037	745	292
	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	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	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
Totals		68	65	242	0	375	287	409	215	16	927	117	42	12	0	171	31	406	132	0	569	2042	1496	546



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Morgan Avenue & Lakefield Drive

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	13	10	28	0	51	31	50	26	5	112	10	6	0	0	16	4	40	18	0	62	241	1005	0.95
	11:15 AM	5	7	26	0	38	40	60	38	0	138	14	7	1	0	22	6	44	17	0	67	265	1016	0.96
	11:30 AM	9	4	29	0	42	36	57	18	5	116	13	1	2	0	16	2	59	17	0	78	252	1019	0.95
	11:45 AM	14	12	25	0	51	36	49	25	1	111	15	3	0	0	18	4	50	13	0	67	247	1023	0.95
	12:00 PM	8	5	34	0	47	32	46	31	2	111	11	7	2	0	20	5	53	16	0	74	252	1037	0.97
	12:15 PM	9	12	32	0	53	39	50	24	1	114	25	5	1	0	31	1	51	18	0	70	268		
	12:30 PM	6	6	36	0	48	30	58	24	2	114	19	7	3	0	29	2	49	14	0	65	256		
	12:45 PM	4	9	32	0	45	43	39	29	0	111	10	6	3	0	19	7	60	19	0	86	261		
	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		
	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		
Totals		68	65	242	0	375	287	409	215	16	927	117	42	12	0	171	31	406	132	0	569	2042		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	11:45 AM	37	35	127	0	199	137	203	104	6	450	70	22	6	0	98	12	203	61	0	276	1023	0.95
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Morgan Avenue & Lakefield Drive

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West					15-Min	Hourly
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	Sum
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	12	10	27	0	49	31	49	26	5	111	10	6	0	0	16	4	39	16	0	59	235	987
	11:15 AM	5	7	25	0	37	40	59	37	0	136	14	7	1	0	22	6	44	17	0	67	262	1000
	11:30 AM	9	4	29	0	42	35	57	18	5	115	13	1	2	0	16	2	57	17	0	76	249	1000
	11:45 AM	14	12	23	0	49	35	48	25	1	109	15	2	0	0	17	4	49	13	0	66	241	1003
	12:00 PM	8	5	33	0	46	31	45	31	2	109	11	7	2	0	20	5	52	16	0	73	248	1020
	12:15 PM	9	12	31	0	52	39	48	24	1	112	24	5	1	0	30	1	49	18	0	68	262	
	12:30 PM	6	6	35	0	47	30	57	24	2	113	19	7	3	0	29	2	47	14	0	63	252	
	12:45 PM	4	9	32	0	45	41	38	29	0	108	10	6	3	0	19	7	60	19	0	86	258	
	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	
	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	
Totals		67	65	235	0	367	282	401	214	16	913	116	41	12	0	169	31	397	130	0	558	2007	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	11:45 AM	37	35	122	0	194	135	198	104	6	443	69	21	6	0	96	12	197	61	0	270	1003
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

Morgan Avenue & Lakefield Drive

Single Unit (SU) Trucks & Buses

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

15-Minute		↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
Time Period		Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	Sum
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	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	6	18
	11:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	16
	11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	18
	11:45 AM	0	0	2	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	6	19
	12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	16
	12:15 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	5	
	12:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
	12:45 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	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	
	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	
Totals		1	0	7	0	8	5	8	1	0	14	1	1	0	0	2	0	8	2	0	10	34	

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

Hourly		↓ From North					← From East					↑ From South					→ From West					Total
Time Period		Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	11:45 AM	0	0	5	0	5	2	5	0	0	7	1	1	0	0	2	0	5	0	0	5	19
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Morgan Avenue & Lakefield Drive

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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
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	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
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Morgan Avenue & Lakefield Drive

15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					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		
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	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	6	18
	11:15 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	16
	11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	19
	11:45 AM	0	0	2	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	6	20
	12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	17
	12:15 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6	
	12:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
	12:45 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	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	
	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	
Totals		1	0	7	0	8	5	8	1	0	14	1	1	0	0	2	0	9	2	0	11	35	

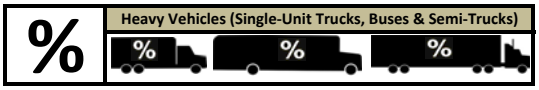
Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan 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	11:45 AM	0	0	5	0	5	2	5	0	0	7	1	1	0	0	2	0	6	0	0	6	20
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Morgan Avenue & Lakefield Drive

15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total	Hourly
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					Heavy Vehicle	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
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	7.7	0.0	3.6	0.0	3.9	0.0	2.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	11.1	0.0	4.8	2.5	1.8
	11:15 AM	0.0	0.0	3.8	0.0	2.6	0.0	1.7	2.6	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.6
	11:30 AM	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	2.6	1.2	1.9
	11:45 AM	0.0	0.0	8.0	0.0	3.9	2.8	2.0	0.0	0.0	1.8	0.0	33.3	0.0	0.0	5.6	0.0	2.0	0.0	0.0	1.5	2.4	2.0
	12:00 PM	0.0	0.0	2.9	0.0	2.1	3.1	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.4	1.6	1.6
	12:15 PM	0.0	0.0	3.1	0.0	1.9	0.0	4.0	0.0	0.0	1.8	4.0	0.0	0.0	0.0	3.2	0.0	3.9	0.0	0.0	2.9	2.2	
	12:30 PM	0.0	0.0	2.8	0.0	2.1	0.0	1.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.1	1.6	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	4.7	2.6	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	1.1	
	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	0.0	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	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	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	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	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	
Totals		1.5	0.0	2.9	0.0	2.1	1.7	2.0	0.5	0.0	1.5	0.9	2.4	0.0	0.0	1.2	0.0	2.2	1.5	0.0	1.9	1.7	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	Lakefield Drive					Morgan Avenue					Office Depot DW					Morgan Avenue					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	11:45 AM	0.0	0.0	3.9	0.0	2.5	1.5	2.5	0.0	0.0	1.6	1.4	4.5	0.0	0.0	2.0	0.0	3.0	0.0	0.0	2.2	2.0
PM	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Morgan Avenue & Lakefield Drive

Pedestrians and Bicyclists

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
		Lakefield Drive			Morgan Avenue			Office Depot DW			Morgan Avenue				
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	1	0	1	1	6
	11:15 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	7
	11:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	6
	11:45 AM	1	0	1	0	0	0	1	0	1	0	0	0	2	7
	12:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	12:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	
	12:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	
	12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	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	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	
	3:30 PM	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	
	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	
Totals		5	0	5	0	1	1	3	0	3	3	0	3	12	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Morgan Avenue & Lakefield Drive

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach: Lakefield Drive			Crossing East Approach: Morgan Avenue			Crossing South Approach: Office Depot DW			Crossing West Approach: Morgan 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	1
	10:30 AM	0		0	0		0	0		0	0		0	0	3
	10:45 AM	0		0	0		0	0		0	0		0	0	4
	11:00 AM	0		0	0		0	0		0	1		1	1	6
	11:15 AM	1		1	0		0	0		0	1		1	2	7
	11:30 AM	1		1	0		0	0		0	0		0	1	5
	11:45 AM	1		1	0		0	1		1	0		0	2	6
	12:00 PM	2		2	0		0	0		0	0		0	2	5
	12:15 PM	0		0	0		0	0		0	0		0	0	3
	12:30 PM	0		0	0		0	2		2	0		0	2	3
	12:45 PM	0		0	0		0	0		0	1		1	1	1
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**5**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**3**	**3**	**0**	**3**	**11**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Morgan Avenue & Lakefield Drive

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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 (↓) Lakefield Drive					From East (←) Morgan Avenue					From South (↑) Office Depot DW					From West (→) Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **Morgan Avenue**
Minor St: **Development Driveway**
Intersection of: ***Morgan Avenue & Development Driveway***

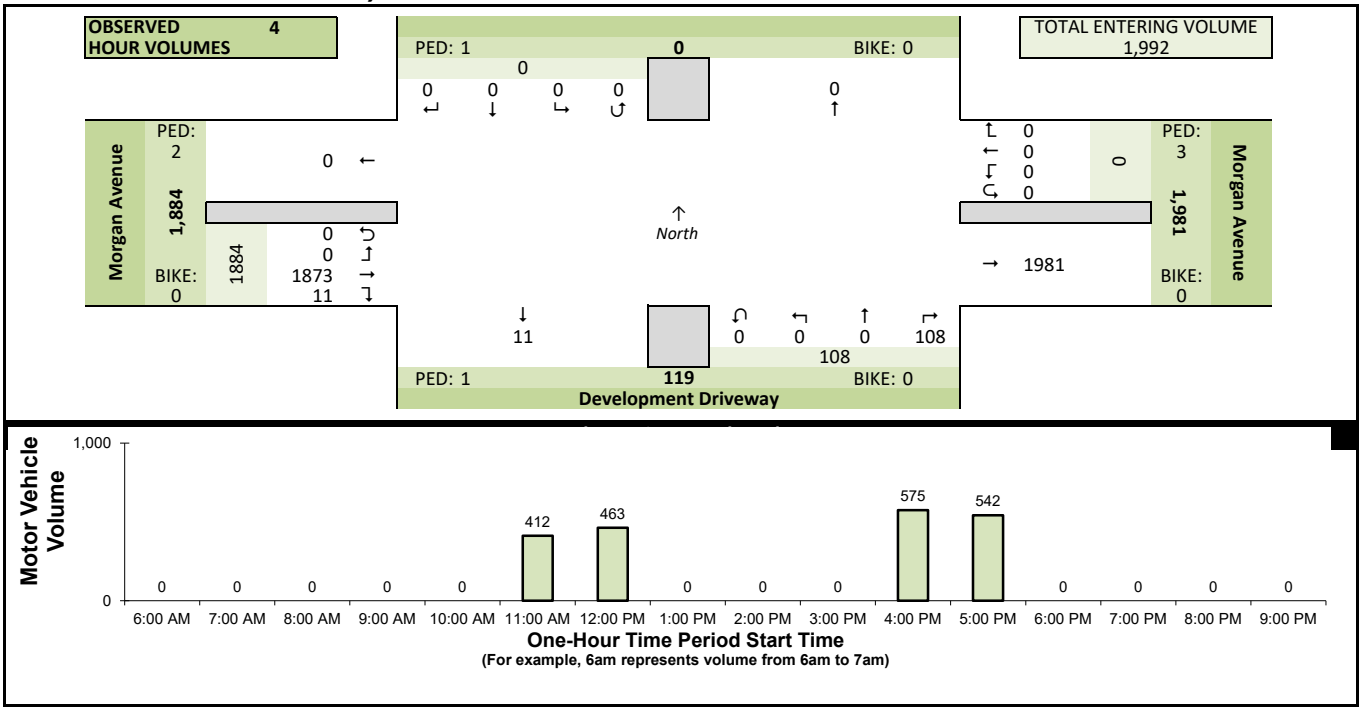
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg			
East Leg	Morgan Avenue		
South Leg	Development Driveway		
West Leg	Morgan 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	

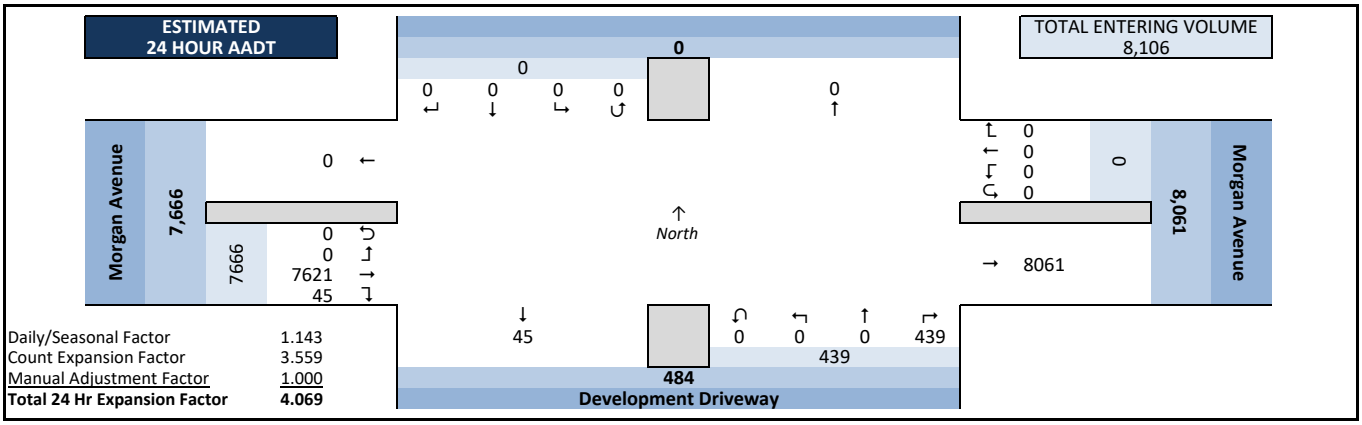
Count Information

Hrs Counted:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Friday, January 27, 2023			Weather	
AM Peak Period	Friday, January 27, 2023			Clear & Dry	
Midday Peak Period	Friday, January 27, 2023			Clear & Dry	
PM Peak Period	Monday, January 30, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:45-12:45pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.143	Count Expansion Factor	3.559		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	Amy Scheuerlein				
Observers: PM Peak Period	Jane Fait				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

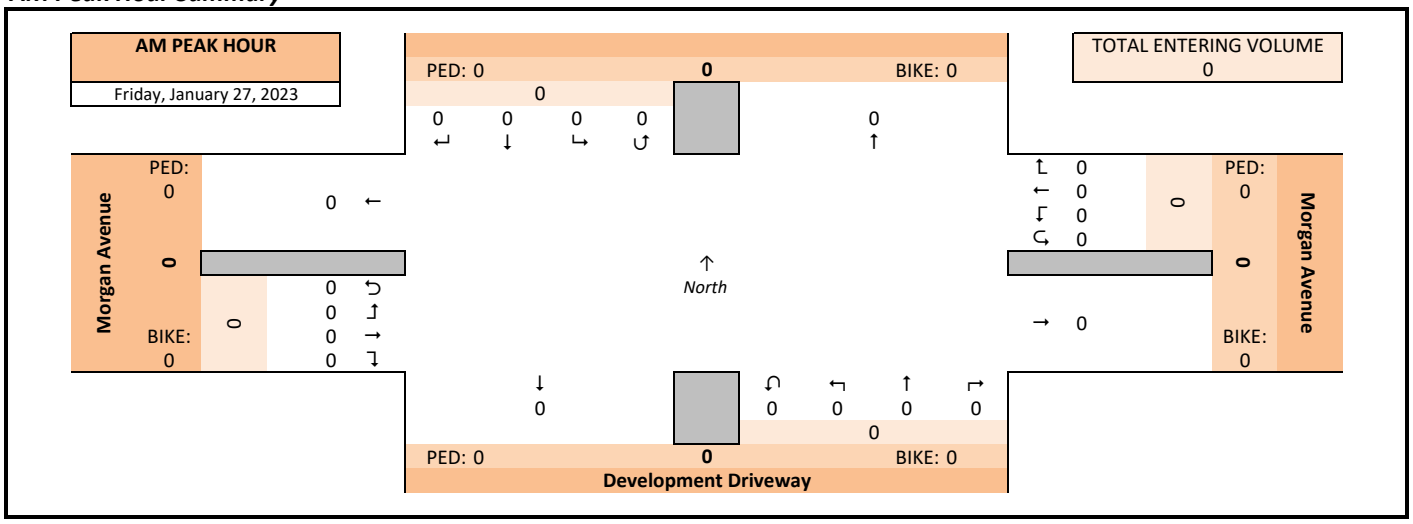
Count Basics			*Page 2 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

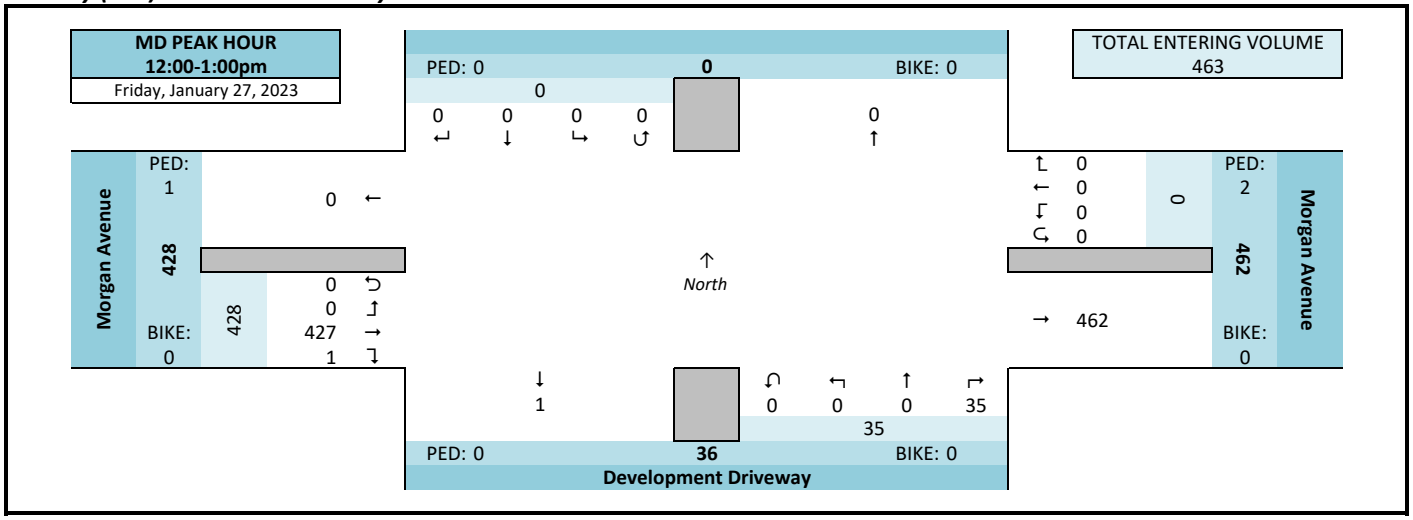
Morgan Avenue & Development Driveway

All Motor Vehicles

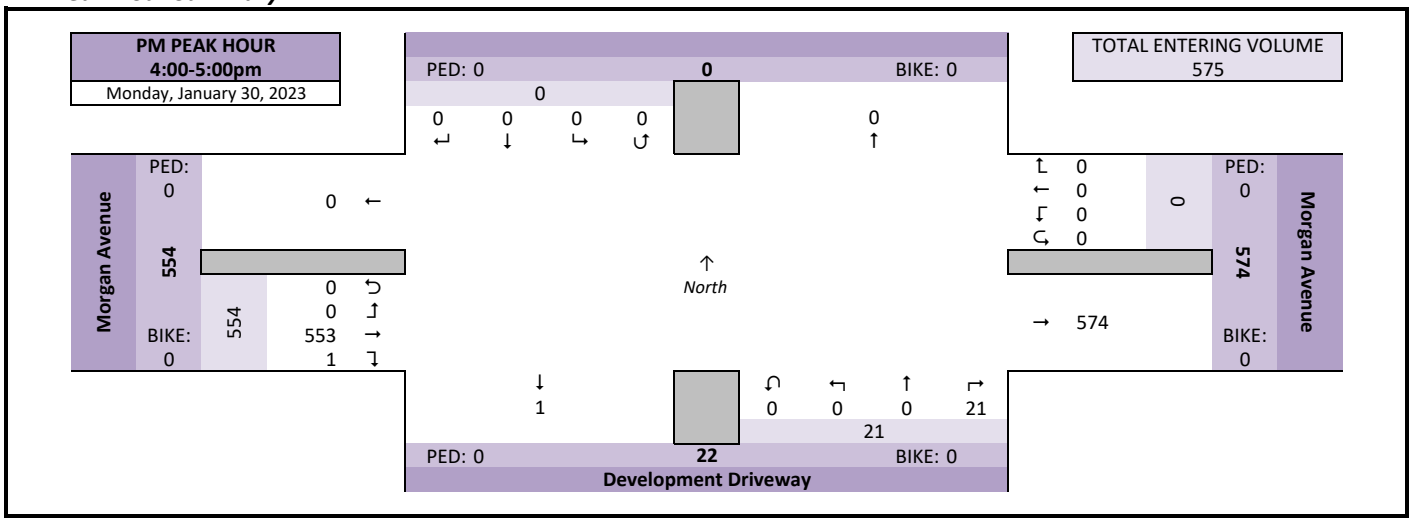
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

Morgan Avenue & Development Driveway

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, January 27, 2023		From North					From East					From South					From West					
	AM Peak Hour						Morgan Avenue					Development Driveway					Morgan 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

Friday, January 27, 2023		From North					From East					From South					From West					
	MD Peak Hour						Morgan Avenue					Development Driveway					Morgan 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	4	0	0	0	4	0	111	0	0	111	115
	12:15 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	1	104	0	0	105	116
	12:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	113	0	0	113	121
	12:45 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	99	0	0	99	111
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	1	427	0	0	428	463
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0	425	0	0	425	460
	% 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	4.0	0.0	0.0	4.0	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	0.0	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	4.0	0.0	0.0	4.0	3.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.73	0.25	0.94	0.00	0.00	0.95	0.96

Monday, January 30, 2023		From North					From East					From South					From West					
	PM Peak Hour						Morgan Avenue					Development Driveway					Morgan 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	4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	129	0	0	129	133
	4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	154	0	0	154	159
	4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	136	0	0	136	143
	4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	134	0	0	135	140
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	1	553	0	0	554	575
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	555	0	0	555	575
	% 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	2.9	0.0	0.0	2.9	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	0.0	0.0	0.0	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	0.0	0.0	2.9	2.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.75	0.25	0.90	0.00	0.00	0.90	0.90

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
					Morgan Avenue			Development Driveway			Morgan 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	1	0	1	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	0	0	0	2	0	2	0	0	0	1	0	1	3
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

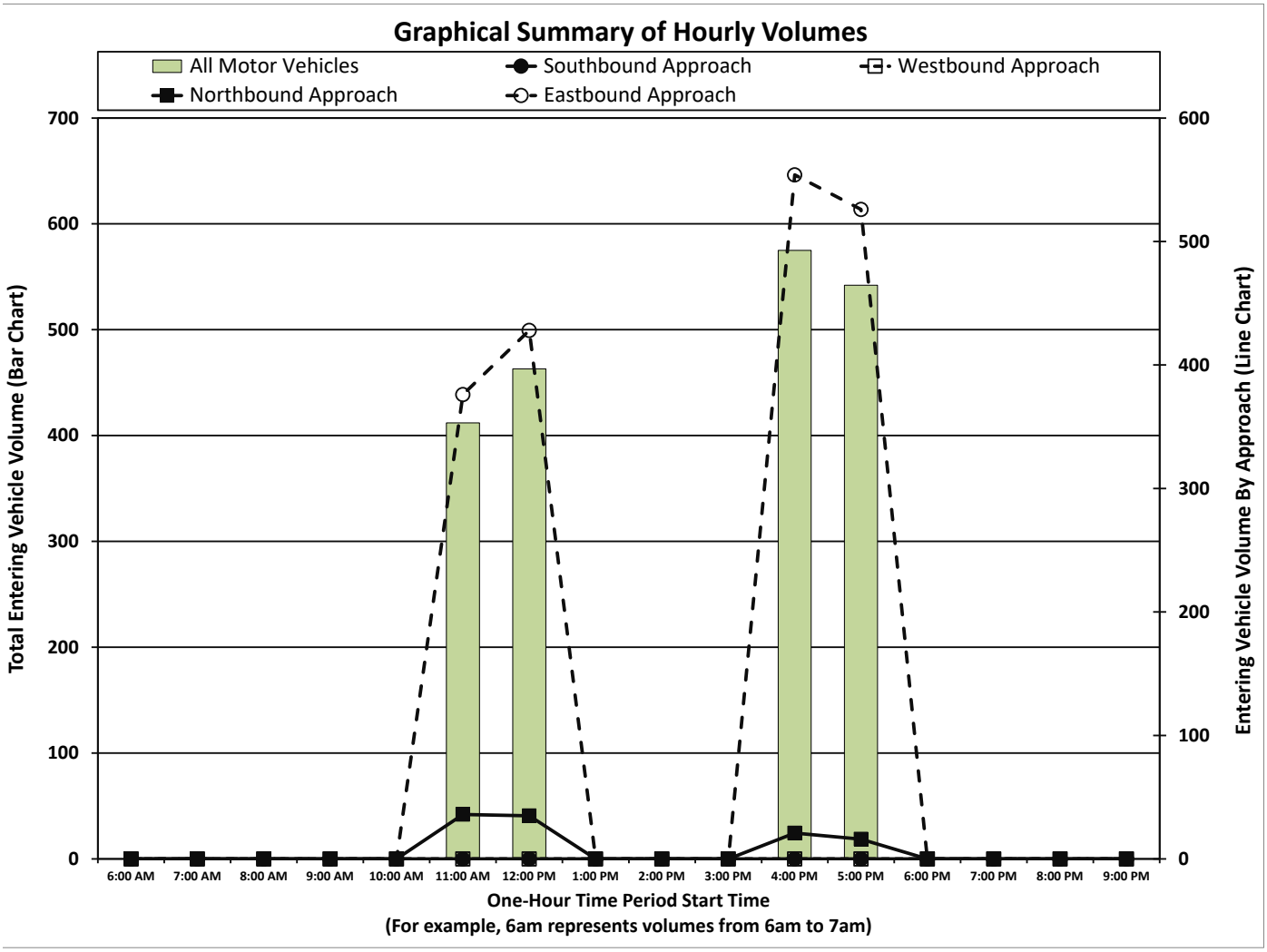
Hourly Volume Summary - Motor Vehicle Data

Morgan Avenue & Development Driveway

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North					From East (Morgan Avenue)					From South (Development Driveway)					From West (Morgan 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
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	36	0	0	0	36	1	375	0	0	376	412	376	36
	12:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	1	427	0	0	428	463	428	35
	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	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	21	0	0	0	21	1	553	0	0	554	575	554	21
	5:00 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	8	518	0	0	526	542	526	16
	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
Totals		0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	11	1873	0	0	1884	1992	1884	108



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Morgan Avenue & Development Driveway

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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
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	10	0	0	0	10	0	87	0	0	87	97	412	0.83
	11:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	81	0	0	82	92	430	0.87
	11:30 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	86	0	0	86	99	454	0.92
	11:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	121	0	0	121	124	476	0.96
	12:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	111	0	0	111	115	463	0.96
	12:15 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	1	104	0	0	105	116		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	113	0	0	113	121		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	99	0	0	99	111		
	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		
	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	4	0	0	0	4	0	129	0	0	129	133	575	0.90
	4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	154	0	0	154	159	586	0.92
	4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	136	0	0	136	143	561	0.97
	4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	134	0	0	135	140	550	0.95
	5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	138	0	0	138	144	542	0.94
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	132	0	0	132	134		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	124	0	0	128	132		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	124	0	0	128	132		
	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		
Totals		0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	11	1873	0	0	1884	1992		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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	35	0	0	0	35	1	427	0	0	428	463	0.96
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	1	553	0	0	554	575	0.90

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

Morgan Avenue & Development Driveway

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Development Driveway					Morgan Avenue					Development Driveway					Morgan 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	Sum
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	10	0	0	0	10	0	86	0	0	86	96	395
	11:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	75	0	0	76	86	408
	11:30 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	84	0	0	84	97	434
	11:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	113	0	0	113	116	456
	12:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	105	0	0	105	109	446
	12:15 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	1	100	0	0	101	112	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	111	0	0	111	119	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	94	0	0	94	106	
	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	
	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	4	0	0	0	4	0	125	0	0	125	129	559
	4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	149	0	0	149	154	568
	4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	132	0	0	132	139	545
	4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	131	0	0	132	137	535
	5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	132	0	0	132	138	527
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	129	0	0	129	131	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	121	0	0	125	129	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	121	0	0	125	129	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	11	1808	0	0	1819	1927	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Development Driveway					Morgan Avenue					Development Driveway					Morgan 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	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	35	0	0	0	35	1	410	0	0	411	446
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	1	537	0	0	538	559

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

Morgan Avenue & Development Driveway

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Morgan Avenue					Development Driveway					Morgan 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	Sum
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	1	0	0	1	1	16
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	21
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	20
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8	20
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	17
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	
	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	
	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	4	0	0	4	4	16
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	18
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	16
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	15
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	15
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	64	

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

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
							Morgan Avenue					Development Driveway					Morgan 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	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	17	0	0	17	17
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	16

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Morgan Avenue & Development Driveway

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Morgan Avenue					Development Driveway					Morgan 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	Sum
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	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	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
	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
	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
	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	
	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	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
							Morgan Avenue					Development Driveway					Morgan 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	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	4:00 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:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Morgan Avenue & Development Driveway

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	Morgan Avenue					Development Driveway					Morgan 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
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	1	0	0	1	1	17
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	22
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	20
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8	20
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	17
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	
	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	
	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	4	0	0	4	4	16
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	18
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	16
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	15
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	15
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	0	0	65	65	

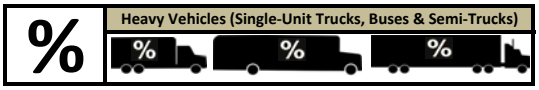
Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	Morgan Avenue					Development Driveway					Morgan 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	17	0	0	17	17
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	16

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Morgan Avenue & Development Driveway

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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
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	1.1	0.0	0.0	1.1	1.0	4.1
	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	7.4	0.0	0.0	7.3	6.5	5.1
	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	2.3	0.0	0.0	2.3	2.0	4.4
	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	6.6	0.0	0.0	6.6	6.5	4.2
	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	5.4	0.0	0.0	5.4	5.2	3.7
	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	3.8	0.0	0.0	3.8	3.4	
	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	1.8	0.0	0.0	1.8	1.7	
	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	5.1	0.0	0.0	5.1	4.5	
	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	0.0	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	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	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	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	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.0	2.8
	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	3.2	0.0	0.0	3.2	3.1	3.1
	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	2.9	0.0	0.0	2.9	2.8	2.9
	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	2.2	0.0	0.0	2.2	2.1	2.7
	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	4.3	0.0	0.0	4.3	4.2	2.8
	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	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	2.2	
	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	2.4	0.0	0.0	2.3	2.3	
	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	2.4	0.0	0.0	2.3	2.3	
	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	
Totals		0.0	0.0	0.0	0.0	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	0.0	0.0	3.5	3.3	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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	4.0	0.0	0.0	4.0	3.7
PM	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	2.9	0.0	0.0	2.9	2.8

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Morgan Avenue & Development Driveway

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach			Crossing East Approach (Morgan Avenue)			Crossing South Approach (Development Driveway)			Crossing West Approach (Morgan Avenue)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	4
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:45 AM	1	0	1	1	0	1	1	0	1	1	0	1	4	6
	12:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	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	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	
	3:30 PM	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	
	4:00 PM	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
	4:30 PM	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
	5:00 PM	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	
	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	
Totals		1	0	1	3	0	3	1	0	1	2	0	2	7	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Morgan Avenue & Development Driveway

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
					Morgan Avenue			Development Driveway			Morgan Avenue				
		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	4
	11:15 AM	0		0	0		0	0		0	0		0	0	5
	11:30 AM	0		0	0		0	0		0	0		0	0	5
	11:45 AM	1		1	1		1	1		1	1		1	4	6
	12:00 PM	0		0	1		1	0		0	0		0	1	3
	12:15 PM	0		0	0		0	0		0	0		0	0	2
	12:30 PM	0		0	1		1	0		0	0		0	1	2
	12:45 PM	0		0	0		0	0		0	1		1	1	1
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**1**	**0**	**1**	**3**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**2**	**7**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Friday, January 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Morgan Avenue & Development Driveway

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Morgan Avenue					Development Driveway					Morgan 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	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
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	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
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	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
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	10:45 AM					0					0					0					0	0	0
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PM Peak Period	2:00 PM					0					0					0					0	0	0
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	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
		Morgan Avenue					Development Driveway					Morgan 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	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	4:00 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, January 28, 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: **Morgan Avenue**
Minor St: **Development Driveway**
Intersection of: ***Morgan Avenue & Development Driveway***

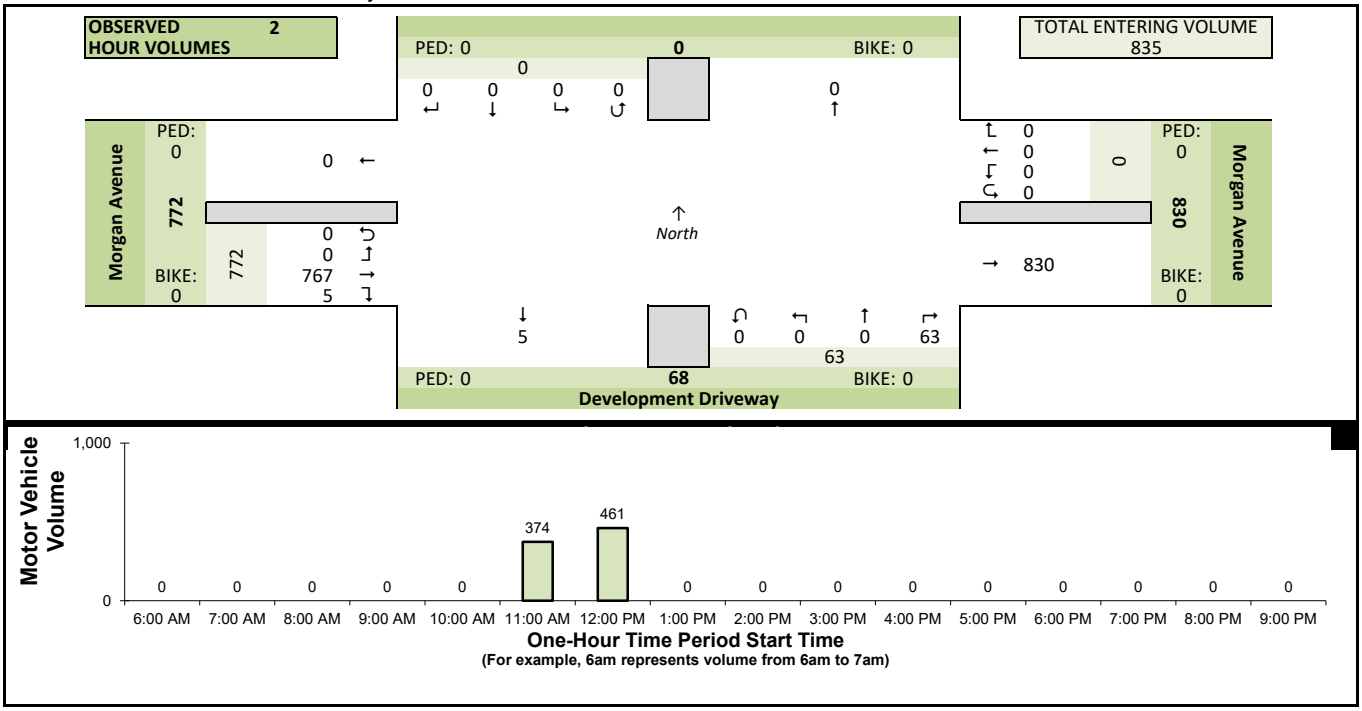
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg			
East Leg	Morgan Avenue		
South Leg	Development Driveway		
West Leg	Morgan 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	

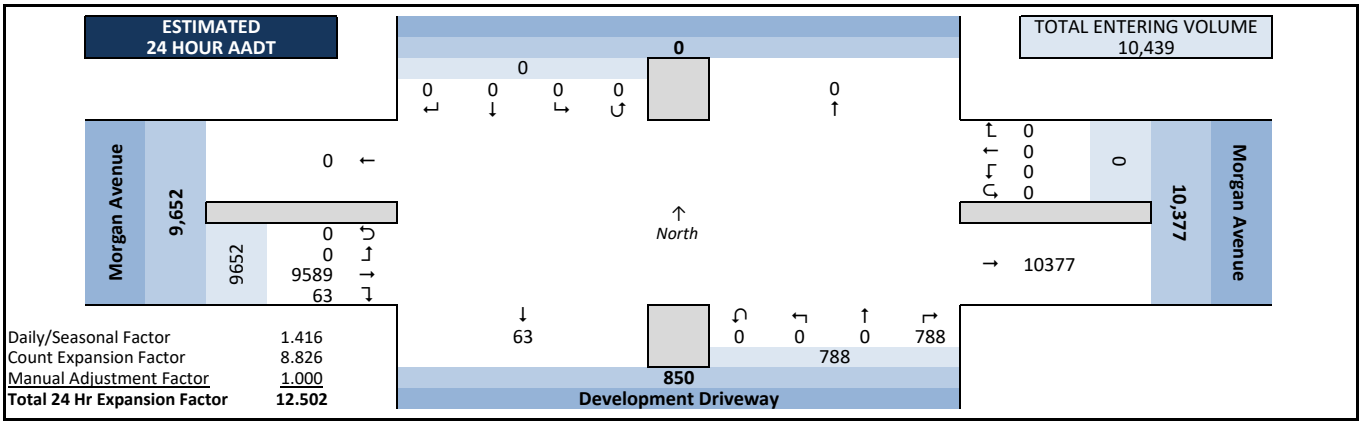
Count Information

Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Jane Fait			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

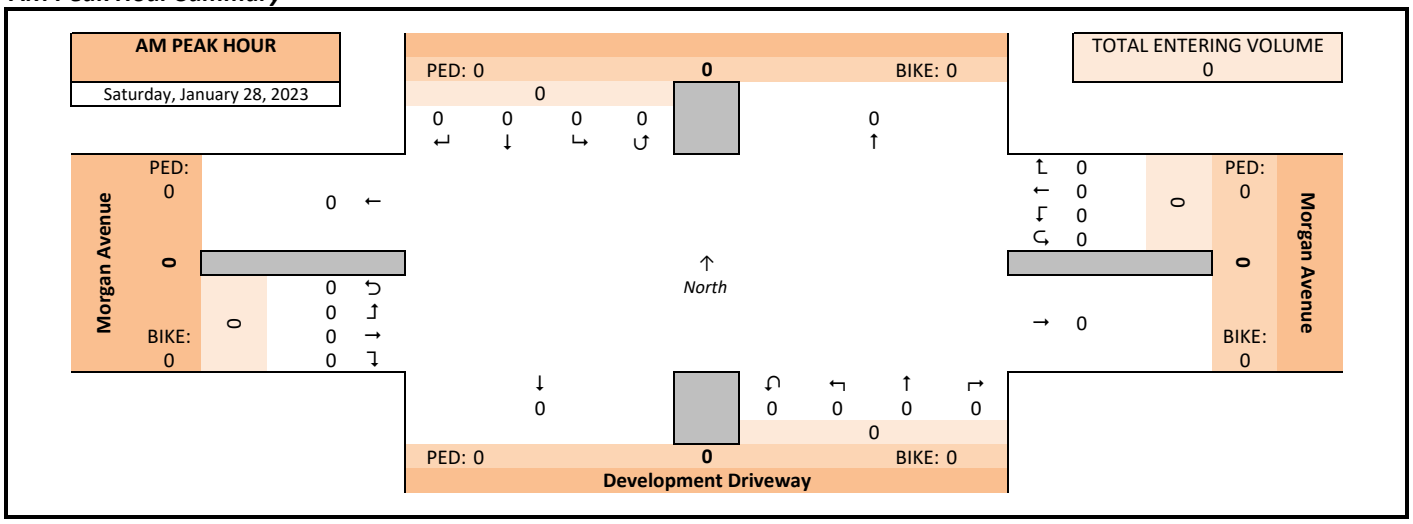
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

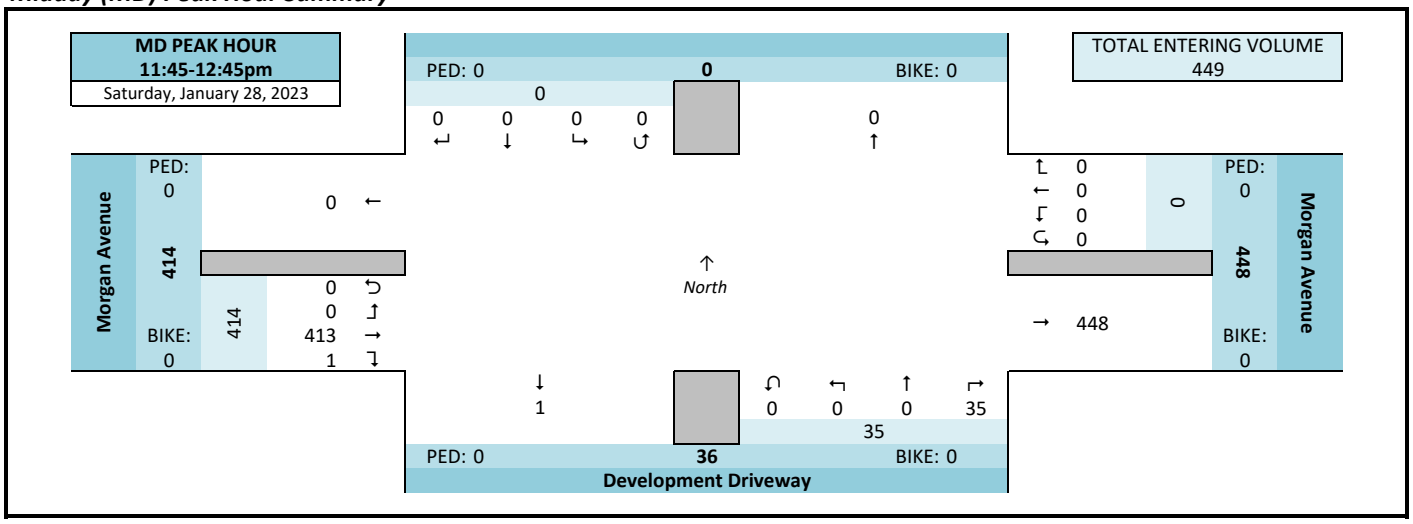
Morgan Avenue & Development Driveway

All Motor Vehicles

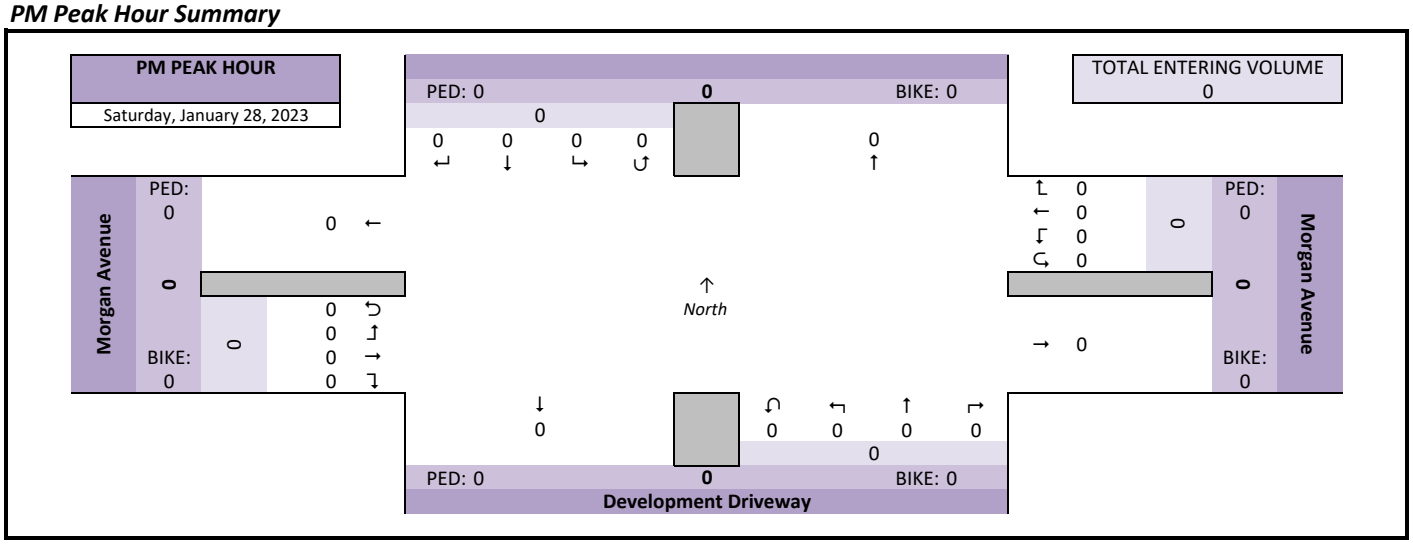
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

Morgan Avenue & Development Driveway

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023		From North					From East					From South					From West					
	AM Peak Hour						Morgan Avenue					Development Driveway					Morgan 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

Saturday, January 28, 2023		From North					From East					From South					From West					
	MD Peak Hour						Morgan Avenue					Development Driveway					Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	93	0	0	93	105
	12:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	100	0	0	100	108
	12:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	103	0	0	104	110
	12:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	117	0	0	117	126
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	1	413	0	0	414	449
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0	415	0	0	415	450
	% 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	2.7	0.0	0.0	2.7	2.4
	% 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	0.2	0.0	0.0	0.2	0.2
	% 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	2.9	0.0	0.0	2.9	2.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.73	0.25	0.88	0.00	0.00	0.88	0.89

Saturday, January 28, 2023		From North					From East					From South					From West					
	PM Peak Hour						Morgan Avenue					Development Driveway					Morgan 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	4:00 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
	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

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
					Morgan Avenue			Development Driveway			Morgan 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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

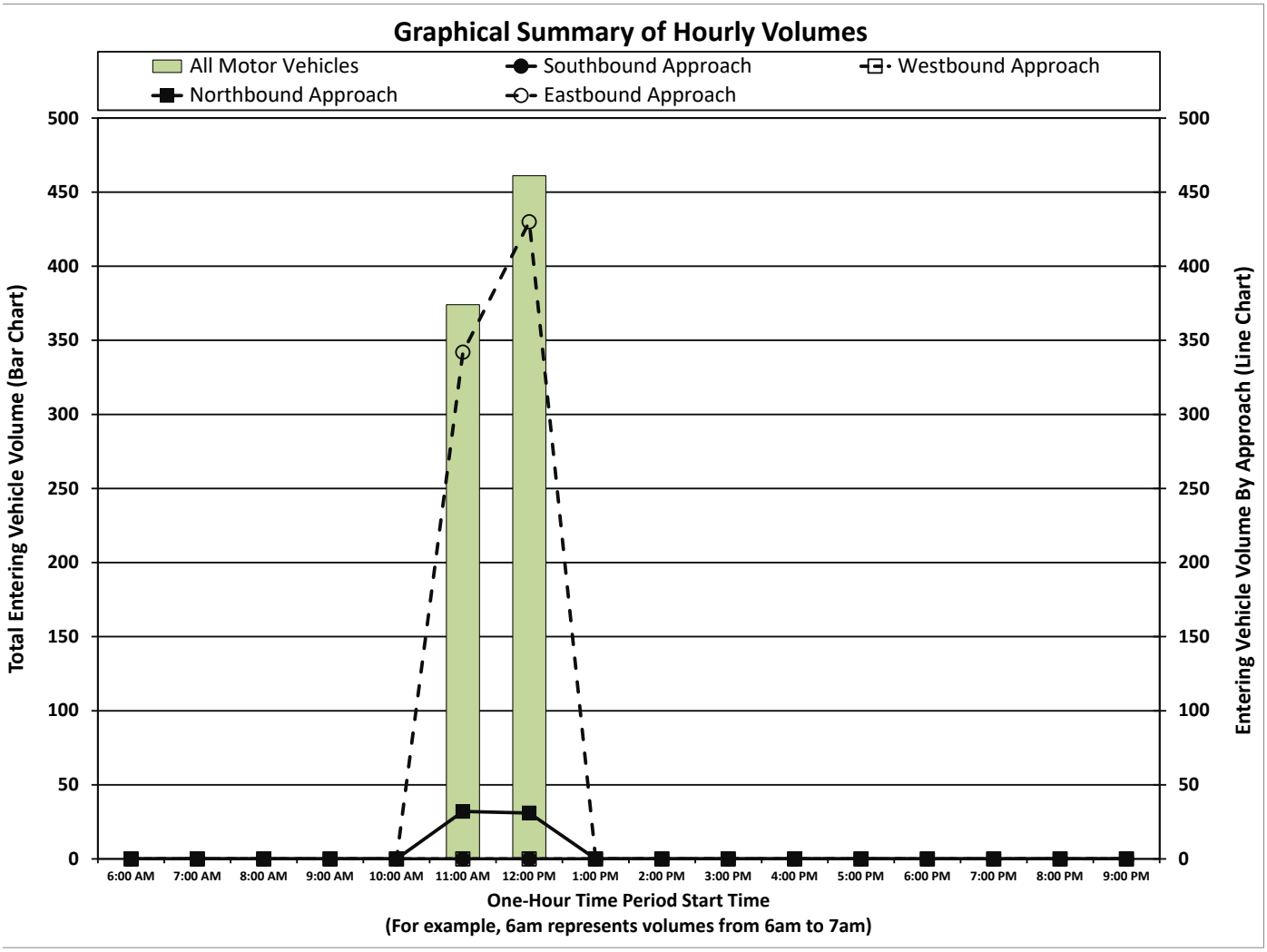
Hourly Volume Summary - Motor Vehicle Data

Morgan Avenue & Development Driveway

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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			
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
AM	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
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
AM	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
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	3	339	0	0	342	374	342	32
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	2	428	0	0	430	461	430	31
MD	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
PM	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
PM	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
PM	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
PM	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
PM	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
PM	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
PM	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
Totals		0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	5	767	0	0	772	835	772	63



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Morgan Avenue & Development Driveway

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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
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	6	0	0	0	6	1	54	0	0	55	61	374	0.80
	11:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	84	0	0	84	91	421	0.90
	11:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	2	108	0	0	110	117	440	0.94
	11:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	93	0	0	93	105	449	0.89
	12:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	100	0	0	100	108	461	0.91
	12:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	103	0	0	104	110		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	117	0	0	117	126		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	108	0	0	109	117		
	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		
	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		
Totals		0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	5	767	0	0	772	835		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	1	413	0	0	414	449	0.89
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

Morgan Avenue & Development Driveway

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	Morgan Avenue					Development Driveway					Morgan Avenue										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		
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	6	0	0	0	6	1	52	0	0	53	59	366
	11:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	83	0	0	83	90	413
	11:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	2	106	0	0	108	115	429
	11:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	90	0	0	90	102	437
	12:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	98	0	0	98	106	452
	12:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	99	0	0	100	106	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	114	0	0	114	123	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	108	0	0	109	117	
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	5	750	0	0	755	818	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Morgan Avenue					Development Driveway					Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	1	401	0	0	402	437
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

Morgan Avenue & Development Driveway

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
							Morgan Avenue					Development Driveway					Morgan 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	Sum
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	2	0	0	2	2	8
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	10
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	11
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	8
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	16	

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

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
							Morgan Avenue					Development Driveway					Morgan 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	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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Morgan Avenue & Development Driveway

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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
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	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
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Morgan Avenue & Development Driveway

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West					15-Min	Hourly
	Time Period						Morgan Avenue					Development Driveway					Morgan 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	Sum
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	2	0	0	2	2	8
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	11
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	12
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	9
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17	

Peak Hour Heavy Vehicle Volume Summary

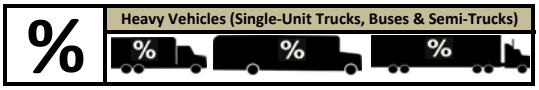
	Hourly	From North					From East					From South					From West					Total
	Time Period						Morgan Avenue					Development Driveway					Morgan Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Morgan Avenue & Development Driveway



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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
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	3.7	0.0	0.0	3.6	3.3	2.1
	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	1.2	0.0	0.0	1.2	1.1	1.9
	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	1.9	0.0	0.0	1.8	1.7	2.5
	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	3.2	0.0	0.0	3.2	2.9	2.7
	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	2.0	0.0	0.0	2.0	1.9	2.0
	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	3.9	0.0	0.0	3.8	3.6	
	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	2.6	0.0	0.0	2.6	2.4	
	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	0.0	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	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	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	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	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	
Totals		0.0	0.0	0.0	0.0	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	0.0	0.0	2.2	2.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓)					From East (←) Morgan Avenue					From South (↑) Development Driveway					From West (→) Morgan 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	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	2.9	0.0	0.0	2.9	2.7
PM	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Morgan Avenue & Development Driveway

Pedestrians and Bicyclists

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
					Morgan Avenue			Development Driveway			Morgan Avenue				
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	0
	11:15 AM	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
	11:45 AM	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
	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	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	
	3:30 PM	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Morgan Avenue & Development Driveway

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
					Morgan Avenue			Development Driveway			Morgan Avenue				
		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	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Morgan Avenue & Development Driveway

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Morgan Avenue					Development Driveway					Morgan 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	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
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	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
		Morgan Avenue					Development Driveway					Morgan 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	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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 241- 27th Street**
Minor St: **Morgan Avenue**
Intersection of: ***STH 241- 27th Street & Morgan Avenue***

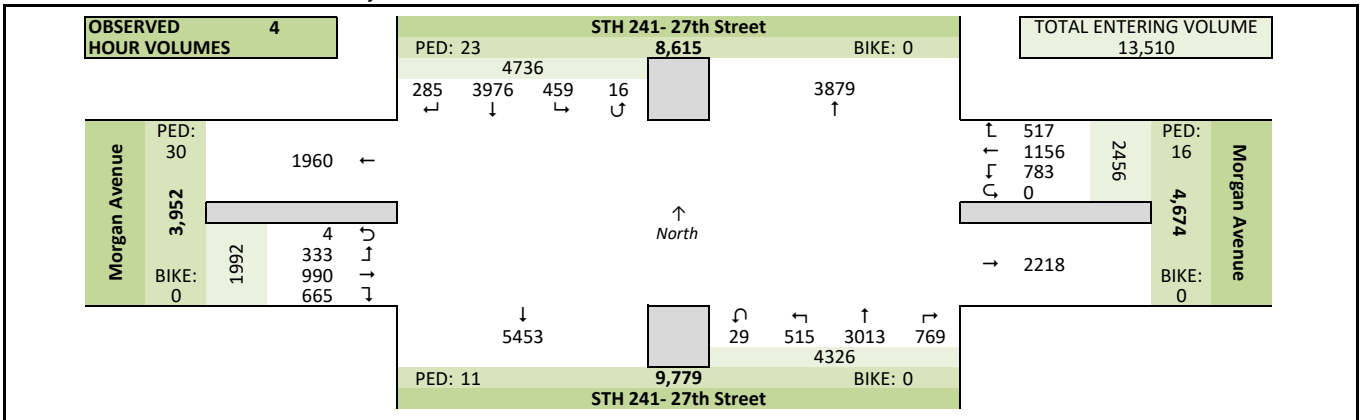
Site Information

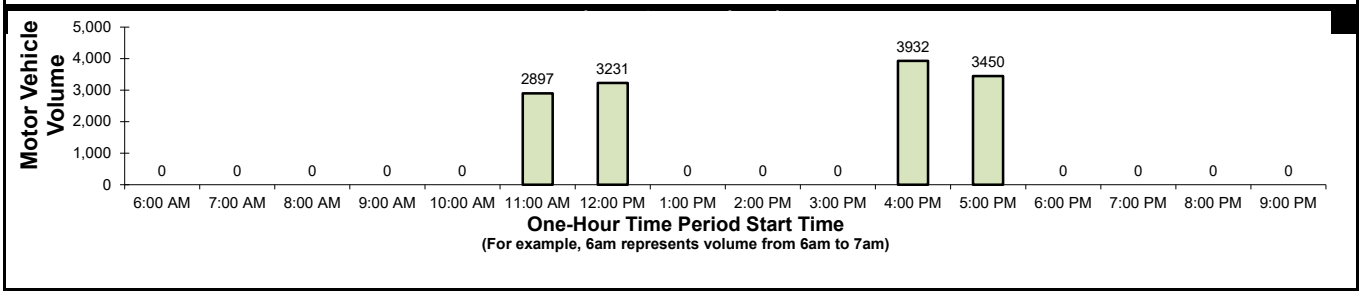
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	STH 241- 27th Street		
East Leg	Morgan Avenue		
South Leg	STH 241- 27th Street		
West Leg	Morgan Avenue		
Special Considerations			
Schools	In Session		
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

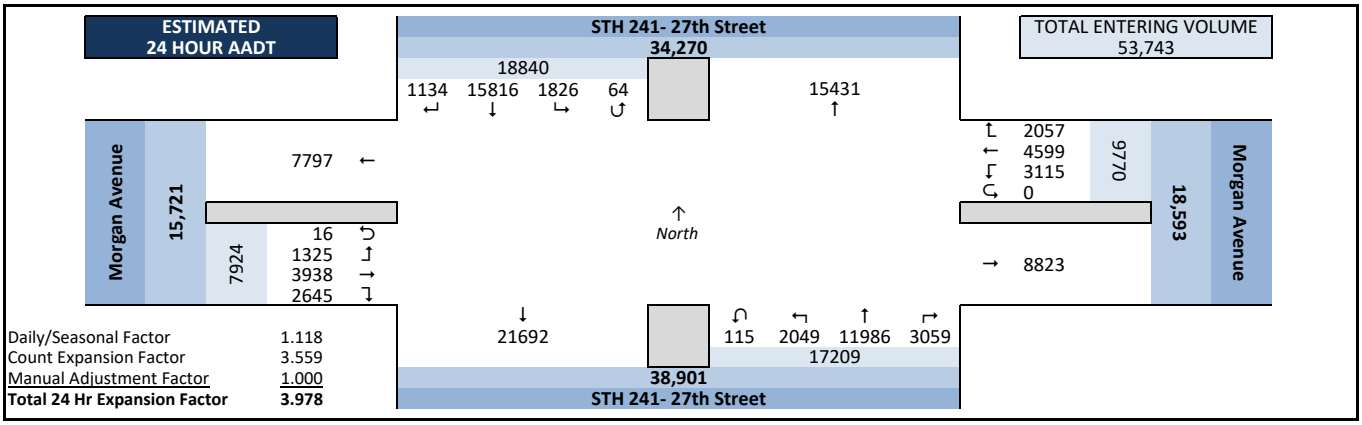
Hrs Counted:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Thursday, January 26, 2023			Weather	
AM Peak Period	Friday, January 27, 2023			Clear & Dry	
Midday Peak Period	Friday, January 27, 2023			Clear & Dry	
PM Peak Period	Thursday, January 26, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.118	Count Expansion Factor	3.559		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	TADI - Video				
Observers: PM Peak Period	TADI - Video				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

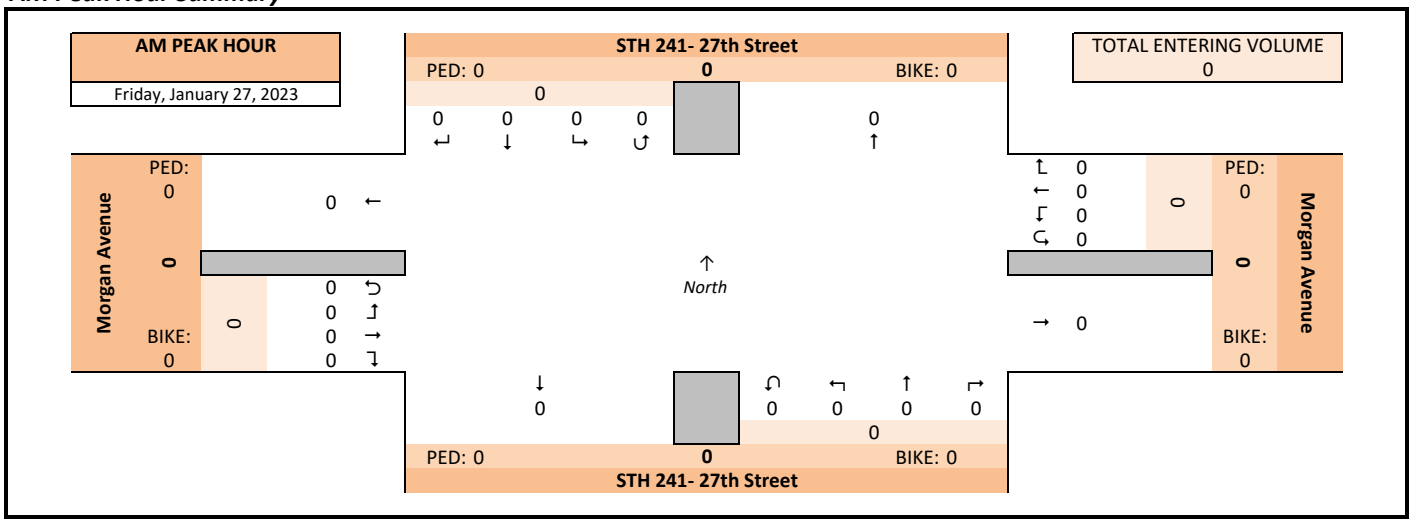
Count Basics			Page 2 of 13
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

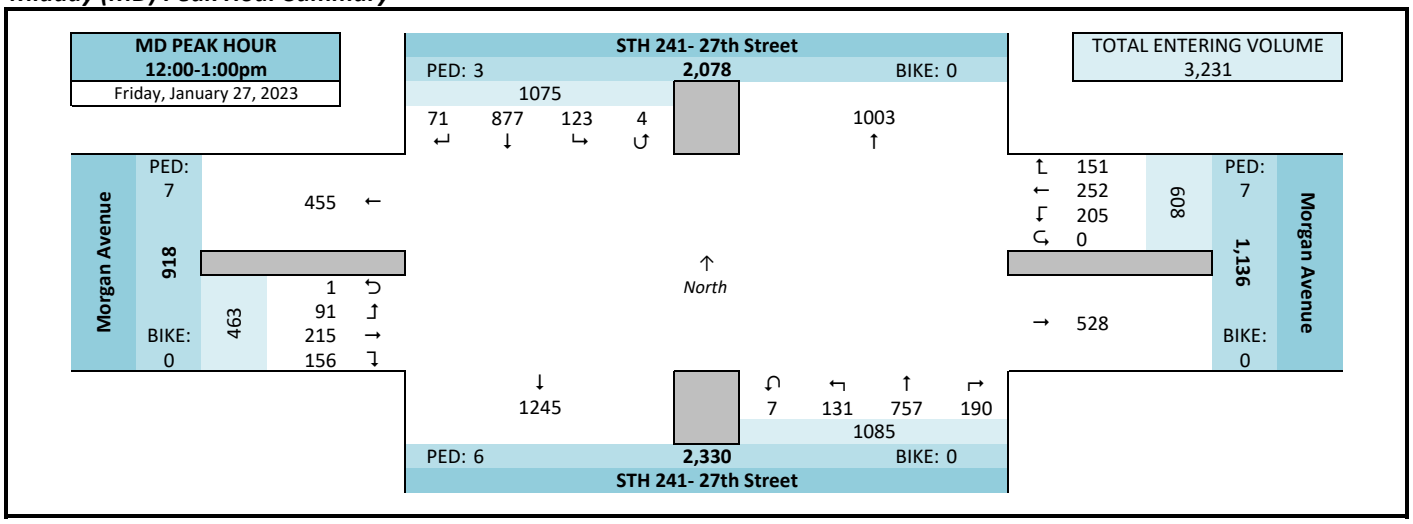
STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

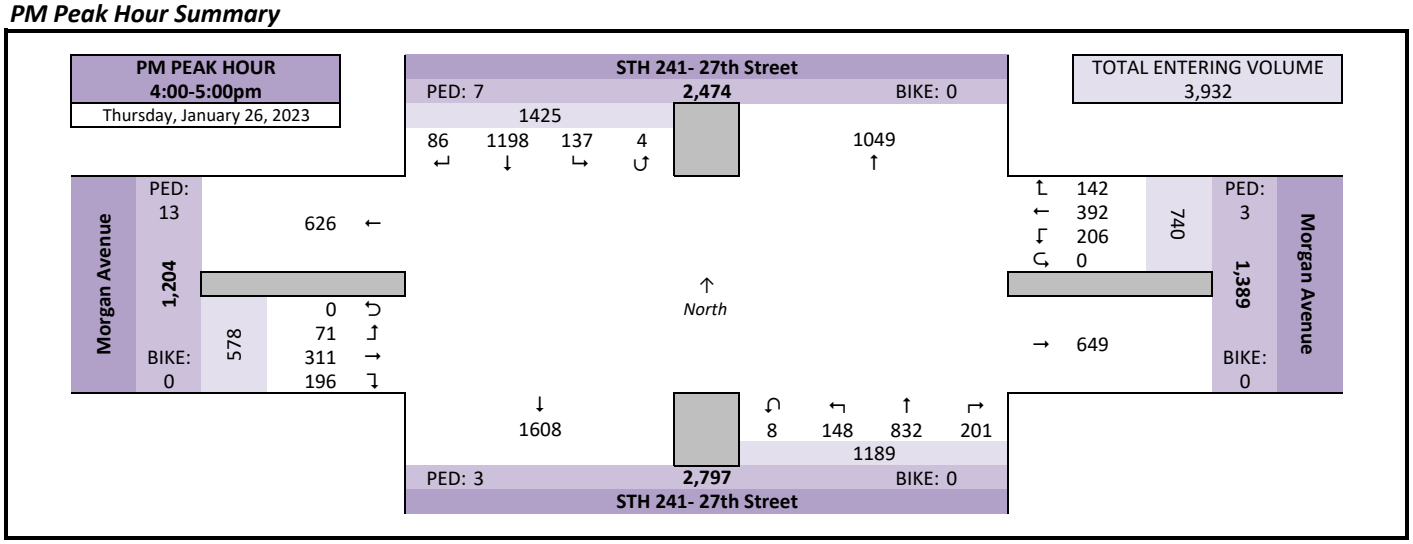
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, January 27, 2023		From North					From East					From South					From West					
	AM Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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

Friday, January 27, 2023		From North					From East					From South					From West					
	MD Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	20	232	39	2	293	37	61	50	0	148	43	203	35	0	281	40	56	21	0	117	839
	12:15 PM	22	206	33	0	261	39	71	54	0	164	49	182	25	4	260	38	58	19	1	116	801
	12:30 PM	14	206	24	1	245	39	59	61	0	159	53	177	36	0	266	32	57	30	0	119	789
	12:45 PM	15	233	27	1	276	36	61	40	0	137	45	195	35	3	278	46	44	21	0	111	802
	Peak Hour Volume	71	877	123	4	1075	151	252	205	0	608	190	757	131	7	1085	156	215	91	1	463	3231
	Rounded Hourly Volume	70	875	125	5	1075	150	250	205	0	605	190	755	130	5	1080	155	215	90	0	460	3220
	% Single Unit Trucks	0.0	2.4	0.8	0.0	2.0	0.0	3.2	2.0	0.0	2.0	1.6	3.2	5.3	0.0	3.1	4.5	1.4	3.3	0.0	2.8	2.5
	% Heavy Trucks	0.0	0.7	0.0	0.0	0.6	0.0	0.4	1.0	0.0	0.5	0.5	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.5
	% Trucks (Total)	0.0	3.1	0.8	0.0	2.6	0.0	3.6	2.9	0.0	2.5	2.1	3.8	5.3	0.0	3.7	4.5	1.4	3.3	0.0	2.8	3.0
	Peak Hour Factor (PHF)	0.81	0.94	0.79	0.50	0.92	0.97	0.89	0.84	0.00	0.93	0.90	0.93	0.91	0.44	0.97	0.85	0.93	0.76	0.25	0.97	0.96

Thursday, January 26, 2023		From North					From East					From South					From West					
	PM Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	4:00 PM	19	305	38	1	363	29	90	46	0	165	56	215	37	1	309	47	69	18	0	134	971
	4:15 PM	12	282	36	1	331	35	98	59	0	192	53	206	31	2	292	40	81	15	0	136	951
	4:30 PM	17	306	38	2	363	39	96	54	0	189	47	205	40	1	293	54	68	19	0	141	986
	4:45 PM	38	305	25	0	368	39	108	47	0	194	45	206	40	4	295	55	93	19	0	167	1024
	Peak Hour Volume	86	1198	137	4	1425	142	392	206	0	740	201	832	148	8	1189	196	311	71	0	578	3932
	Rounded Hourly Volume	85	1200	135	5	1425	140	390	205	0	735	200	830	150	10	1190	195	310	70	0	575	3925
	% Single Unit Trucks	0.0	1.9	2.9	0.0	1.9	0.7	2.3	0.5	0.0	1.5	3.5	2.3	1.4	0.0	2.4	6.6	3.9	1.4	0.0	4.5	2.3
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	2.3	2.9	0.0	2.2	1.4	2.3	0.5	0.0	1.6	3.5	2.8	1.4	0.0	2.7	6.6	3.9	1.4	0.0	4.5	2.6
	Peak Hour Factor (PHF)	0.57	0.98	0.90	0.50	0.97	0.91	0.91	0.87	0.00	0.95	0.90	0.97	0.92	0.50	0.96	0.89	0.84	0.93	0.00	0.87	0.96

Peak Hour Pedestrian and Bicyclist Volumes

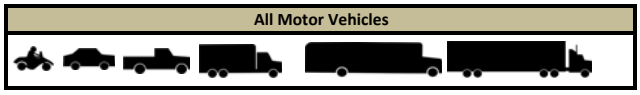
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		STH 241- 27th Street			Morgan Avenue			STH 241- 27th Street			Morgan Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	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	1	0	1	2	0	2	2	0	2	1	0	1	6
	12:15 PM	1	0	1	2	0	2	2	0	2	2	0	2	7
	12:30 PM	1	0	1	2	0	2	0	0	0	2	0	2	5
	12:45 PM	0	0	0	1	0	1	2	0	2	2	0	2	5
	Total	3	0	3	7	0	7	6	0	6	7	0	7	23
PM	4:00 PM	3	0	3	2	0	2	1	0	1	4	0	4	10
	4:15 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
	4:30 PM	2	0	2	1	0	1	1	0	1	3	0	3	7
	4:45 PM	2	0	2	0	0	0	0	0	0	5	0	5	7
	Total	7	0	7	3	0	3	3	0	3	13	0	13	26

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

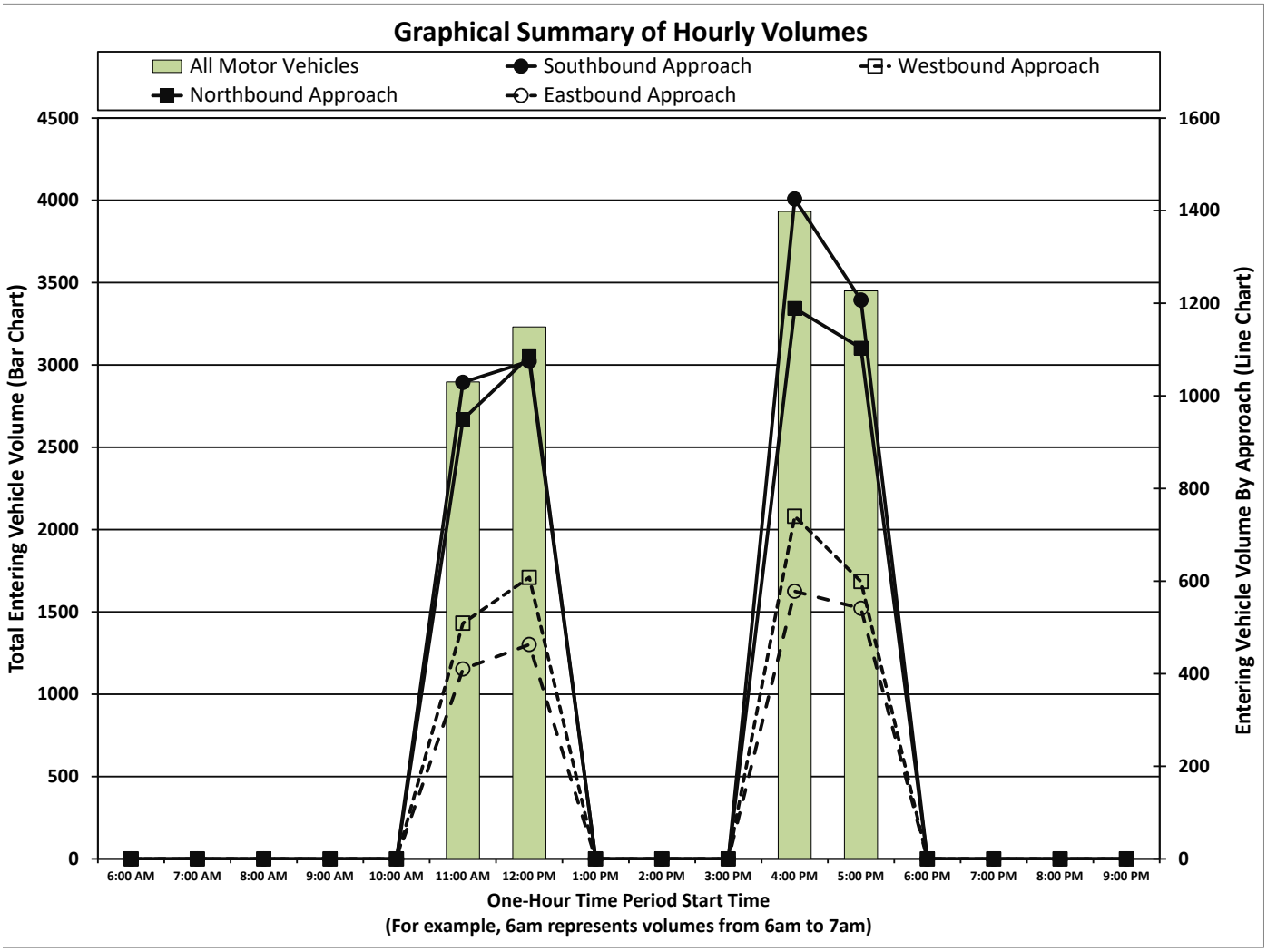
Hourly Volume Summary - Motor Vehicle Data

STH 241- 27th Street & Morgan Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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
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
AM	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
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
AM	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
MD	11:00 AM	67	866	89	7	1029	119	205	185	0	509	169	680	94	6	949	146	183	79	2	410	2897	919	1978
MD	12:00 PM	71	877	123	4	1075	151	252	205	0	608	190	757	131	7	1085	156	215	91	1	463	3231	1071	2160
MD	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
PM	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
PM	4:00 PM	86	1198	137	4	1425	142	392	206	0	740	201	832	148	8	1189	196	311	71	0	578	3932	1318	2614
PM	5:00 PM	61	1035	110	1	1207	105	307	187	0	599	209	744	142	8	1103	167	281	92	1	541	3450	1140	2310
PM	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
PM	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
PM	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
PM	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
Totals		285	3976	459	16	4736	517	1156	783	0	2456	769	3013	515	29	4326	665	990	333	4	1992	13510	4448	9062



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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
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	10	219	22	1	252	34	57	39	0	130	45	173	18	1	237	38	43	16	0	97	716	2897	0.99
	11:15 AM	17	215	30	3	265	34	37	50	0	121	52	161	27	2	242	33	42	18	2	95	723	3020	0.90
	11:30 AM	15	221	14	1	251	27	58	49	0	134	43	169	27	1	240	37	39	23	0	99	724	3098	0.92
	11:45 AM	25	211	23	2	261	24	53	47	0	124	29	177	22	2	230	38	59	22	0	119	734	3163	0.94
	12:00 PM	20	232	39	2	293	37	61	50	0	148	43	203	35	0	281	40	56	21	0	117	839	3231	0.96
	12:15 PM	22	206	33	0	261	39	71	54	0	164	49	182	25	4	260	38	58	19	1	116	801		
	12:30 PM	14	206	24	1	245	39	59	61	0	159	53	177	36	0	266	32	57	30	0	119	789		
	12:45 PM	15	233	27	1	276	36	61	40	0	137	45	195	35	3	278	46	44	21	0	111	802		
	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		
	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	19	305	38	1	363	29	90	46	0	165	56	215	37	1	309	47	69	18	0	134	971	3932	0.96
	4:15 PM	12	282	36	1	331	35	98	59	0	192	53	206	31	2	292	40	81	15	0	136	951	3933	0.96
	4:30 PM	17	306	38	2	363	39	96	54	0	189	47	205	40	1	293	54	68	19	0	141	986	3914	0.96
	4:45 PM	38	305	25	0	368	39	108	47	0	194	45	206	40	4	295	55	93	19	0	167	1024	3714	0.91
	5:00 PM	13	291	42	0	346	33	80	57	0	170	60	209	47	3	319	38	70	29	0	137	972	3450	0.89
	5:15 PM	20	270	24	0	314	27	97	46	0	170	51	208	38	5	302	44	81	21	0	146	932		
	5:30 PM	10	245	27	0	282	26	61	44	0	131	63	158	28	0	249	34	66	24	0	124	786		
	5:45 PM	18	229	17	1	265	19	69	40	0	128	35	169	29	0	233	51	64	18	1	134	760		
	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		
Totals		285	3976	459	16	4736	517	1156	783	0	2456	769	3013	515	29	4326	665	990	333	4	1992	13510		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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	71	877	123	4	1075	151	252	205	0	608	190	757	131	7	1085	156	215	91	1	463	3231	0.96
PM	4:00 PM	86	1198	137	4	1425	142	392	206	0	740	201	832	148	8	1189	196	311	71	0	578	3932	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 241- 27th Street & Morgan Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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
	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	
AM Peak Period	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	
	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	10	215	21	1	247	33	56	38	0	127	45	166	18	1	230	37	43	16	0	96	700	2823
	11:15 AM	16	207	30	3	256	34	34	49	0	117	51	160	25	2	238	32	40	17	2	91	702	2935
	11:30 AM	15	211	14	1	241	27	58	48	0	133	43	166	27	1	237	36	39	23	0	98	709	3007
	11:45 AM	25	203	23	2	253	24	53	47	0	124	28	174	20	2	224	33	58	20	0	111	712	3066
Midday Peak Period	12:00 PM	20	223	39	2	284	37	59	47	0	143	43	196	32	0	271	37	56	21	0	114	812	3135
	12:15 PM	22	198	32	0	252	39	68	51	0	158	49	174	25	4	252	36	57	18	1	112	774	
	12:30 PM	14	202	24	1	241	39	58	61	0	158	49	170	33	0	252	31	56	30	0	117	768	
	12:45 PM	15	227	27	1	270	36	58	40	0	134	45	188	34	3	270	45	43	19	0	107	781	
	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	
	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	
	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	19	293	37	1	350	29	89	46	0	164	53	213	37	1	304	46	65	18	0	129	947	3831
	4:15 PM	12	278	36	1	327	34	96	58	0	188	50	202	30	2	284	38	77	15	0	130	929	3838
	4:30 PM	17	304	36	2	359	39	91	54	0	184	46	195	40	1	282	49	67	19	0	135	960	3825
	4:45 PM	38	296	24	0	358	38	107	47	0	192	45	199	39	4	287	50	90	18	0	158	995	3636
	5:00 PM	13	283	42	0	338	33	79	57	0	169	57	206	47	3	313	38	68	28	0	134	954	3390
	5:15 PM	20	267	22	0	309	27	95	46	0	168	51	203	38	5	297	42	79	21	0	142	916	
	5:30 PM	10	239	27	0	276	26	61	43	0	130	62	156	27	0	245	32	64	24	0	120	771	
PM Peak Period	5:45 PM	18	224	17	1	260	19	67	40	0	126	35	166	29	0	230	51	63	18	1	133	749	
	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	
Totals		284	3870	451	16	4621	514	1129	772	0	2415	752	2934	501	29	4216	633	965	325	4	1927	13179	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	71	850	122	4	1047	151	243	199	0	593	186	728	124	7	1045	149	212	88	1	450	3135
PM	4:00 PM	86	1171	133	4	1394	140	383	205	0	728	194	809	146	8	1157	183	299	70	0	552	3831

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

STH 241- 27th Street & Morgan Avenue

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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		
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	4	0	0	4	1	1	1	0	3	0	6	0	0	6	1	0	0	0	1	14	64
	11:15 AM	0	6	0	0	6	0	3	1	0	4	1	1	2	0	4	1	1	1	0	3	17	75
	11:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	12	77
	11:45 AM	0	7	0	0	7	0	0	0	0	0	1	3	2	0	6	5	1	2	0	8	21	84
	12:00 PM	0	9	0	0	9	0	2	1	0	3	0	7	3	0	10	3	0	0	0	3	25	81
	12:15 PM	0	4	1	0	5	0	2	3	0	5	0	5	0	0	5	2	1	1	0	4	19	
	12:30 PM	0	3	0	0	3	0	1	0	0	1	3	7	3	0	13	1	1	0	0	2	19	
	12:45 PM	0	5	0	0	5	0	3	0	0	3	0	5	1	0	6	1	1	2	0	4	18	
	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	
	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	10	1	0	11	0	1	0	0	1	3	2	0	0	5	1	4	0	0	5	22	92
	4:15 PM	0	3	0	0	3	1	2	1	0	4	3	2	1	0	6	2	4	0	0	6	19	86
	4:30 PM	0	1	2	0	3	0	5	0	0	5	1	9	0	0	10	5	1	0	0	6	24	82
	4:45 PM	0	9	1	0	10	0	1	0	0	1	0	6	1	0	7	5	3	1	0	9	27	71
	5:00 PM	0	8	0	0	8	0	1	0	0	1	3	1	0	0	4	0	2	1	0	3	16	54
	5:15 PM	0	3	2	0	5	0	2	0	0	2	0	4	0	0	4	2	2	0	0	4	15	
	5:30 PM	0	5	0	0	5	0	0	1	0	1	1	1	1	0	3	2	2	0	0	4	13	
	5:45 PM	0	5	0	0	5	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	10	
	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	
Totals		0	90	7	0	97	2	26	8	0	36	16	64	14	0	94	32	24	8	0	64	291	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	21	1	0	22	0	8	4	0	12	3	24	7	0	34	7	3	3	0	13	81
PM	4:00 PM	0	23	4	0	27	1	9	1	0	11	7	19	2	0	28	13	12	1	0	26	92

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 241- 27th Street & Morgan Avenue

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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
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	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	11:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	10
	11:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	14
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	12:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	15
	12:15 PM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8	
	12:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	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	
	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	9
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7
	4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	6
	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	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	
Totals		1	16	1	0	18	1	1	3	0	5	1	15	0	0	16	0	1	0	0	1	40	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	6	0	0	6	0	1	2	0	3	1	5	0	0	6	0	0	0	0	0	15
PM	4:00 PM	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 241- 27th Street & Morgan Avenue

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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		
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	4	1	0	5	1	1	1	0	3	0	7	0	0	7	1	0	0	0	1	16	74
	11:15 AM	1	8	0	0	9	0	3	1	0	4	1	1	2	0	4	1	2	1	0	4	21	85
	11:30 AM	0	10	0	0	10	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	15	91
	11:45 AM	0	8	0	0	8	0	0	0	0	0	1	3	2	0	6	5	1	2	0	8	22	97
	12:00 PM	0	9	0	0	9	0	2	3	0	5	0	7	3	0	10	3	0	0	0	3	27	96
	12:15 PM	0	8	1	0	9	0	3	3	0	6	0	8	0	0	8	2	1	1	0	4	27	
	12:30 PM	0	4	0	0	4	0	1	0	0	1	4	7	3	0	14	1	1	0	0	2	21	
	12:45 PM	0	6	0	0	6	0	3	0	0	3	0	7	1	0	8	1	1	2	0	4	21	
	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	
	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	12	1	0	13	0	1	0	0	1	3	2	0	0	5	1	4	0	0	5	24	101
	4:15 PM	0	4	0	0	4	1	2	1	0	4	3	4	1	0	8	2	4	0	0	6	22	95
	4:30 PM	0	2	2	0	4	0	5	0	0	5	1	10	0	0	11	5	1	0	0	6	26	89
	4:45 PM	0	9	1	0	10	1	1	0	0	2	0	7	1	0	8	5	3	1	0	9	29	78
	5:00 PM	0	8	0	0	8	0	1	0	0	1	3	3	0	0	6	0	2	1	0	3	18	60
	5:15 PM	0	3	2	0	5	0	2	0	0	2	0	5	0	0	5	2	2	0	0	4	16	
	5:30 PM	0	6	0	0	6	0	0	1	0	1	1	2	1	0	4	2	2	0	0	4	15	
	5:45 PM	0	5	0	0	5	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	11	
	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	
Totals		1	106	8	0	115	3	27	11	0	41	17	79	14	0	110	32	25	8	0	65	331	

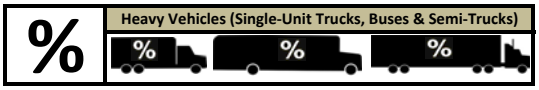
Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	27	1	0	28	0	9	6	0	15	4	29	7	0	40	7	3	3	0	13	96
PM	4:00 PM	0	27	4	0	31	2	9	1	0	12	7	23	2	0	32	13	12	1	0	26	101

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



STH 241- 27th Street & Morgan Avenue

15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					Vehicle	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
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	1.8	4.5	0.0	2.0	2.9	1.8	2.6	0.0	2.3	0.0	4.0	0.0	0.0	3.0	2.6	0.0	0.0	0.0	1.0	2.2	2.6
	11:15 AM	5.9	3.7	0.0	0.0	3.4	0.0	8.1	2.0	0.0	3.3	1.9	0.6	7.4	0.0	1.7	3.0	4.8	5.6	0.0	4.2	2.9	2.8
	11:30 AM	0.0	4.5	0.0	0.0	4.0	0.0	0.0	2.0	0.0	0.7	0.0	1.8	0.0	0.0	1.3	2.7	0.0	0.0	0.0	1.0	2.1	2.9
	11:45 AM	0.0	3.8	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3.4	1.7	9.1	0.0	2.6	13.2	1.7	9.1	0.0	6.7	3.0	3.1
	12:00 PM	0.0	3.9	0.0	0.0	3.1	0.0	3.3	6.0	0.0	3.4	0.0	3.4	8.6	0.0	3.6	7.5	0.0	0.0	0.0	2.6	3.2	3.0
	12:15 PM	0.0	3.9	3.0	0.0	3.4	0.0	4.2	5.6	0.0	3.7	0.0	4.4	0.0	0.0	3.1	5.3	1.7	5.3	0.0	3.4	3.4	
	12:30 PM	0.0	1.9	0.0	0.0	1.6	0.0	1.7	0.0	0.0	0.6	7.5	4.0	8.3	0.0	5.3	3.1	1.8	0.0	0.0	1.7	2.7	
	12:45 PM	0.0	2.6	0.0	0.0	2.2	0.0	4.9	0.0	0.0	2.2	0.0	3.6	2.9	0.0	2.9	2.2	2.3	9.5	0.0	3.6	2.6	
	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	0.0	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	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	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	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	3.9	2.6	0.0	3.6	0.0	1.1	0.0	0.0	0.6	5.4	0.9	0.0	0.0	1.6	2.1	5.8	0.0	0.0	3.7	2.5	2.6
	4:15 PM	0.0	1.4	0.0	0.0	1.2	2.9	2.0	1.7	0.0	2.1	5.7	1.9	3.2	0.0	2.7	5.0	4.9	0.0	0.0	4.4	2.3	2.4
	4:30 PM	0.0	0.7	5.3	0.0	1.1	0.0	5.2	0.0	0.0	2.6	2.1	4.9	0.0	0.0	3.8	9.3	1.5	0.0	0.0	4.3	2.6	2.3
	4:45 PM	0.0	3.0	4.0	0.0	2.7	2.6	0.9	0.0	0.0	1.0	0.0	3.4	2.5	0.0	2.7	9.1	3.2	5.3	0.0	5.4	2.8	2.1
	5:00 PM	0.0	2.7	0.0	0.0	2.3	0.0	1.3	0.0	0.0	0.6	5.0	1.4	0.0	0.0	1.9	0.0	2.9	3.4	0.0	2.2	1.9	1.7
	5:15 PM	0.0	1.1	8.3	0.0	1.6	0.0	2.1	0.0	0.0	1.2	0.0	2.4	0.0	0.0	1.7	4.5	2.5	0.0	0.0	2.7	1.7	
	5:30 PM	0.0	2.4	0.0	0.0	2.1	0.0	0.0	2.3	0.0	0.8	1.6	1.3	3.6	0.0	1.6	5.9	3.0	0.0	0.0	3.2	1.9	
	5:45 PM	0.0	2.2	0.0	0.0	1.9	0.0	2.9	0.0	0.0	1.6	0.0	1.8	0.0	0.0	1.3	0.0	1.6	0.0	0.0	0.7	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	
Totals		0.4	2.7	1.7	0.0	2.4	0.6	2.3	1.4	0.0	1.7	2.2	2.6	2.7	0.0	2.5	4.8	2.5	2.4	0.0	3.3	2.5	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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	3.1	0.8	0.0	2.6	0.0	3.6	2.9	0.0	2.5	2.1	3.8	5.3	0.0	3.7	4.5	1.4	3.3	0.0	2.8	3.0
PM	4:00 PM	0.0	2.3	2.9	0.0	2.2	1.4	2.3	0.5	0.0	1.6	3.5	2.8	1.4	0.0	2.7	6.6	3.9	1.4	0.0	4.5	2.6

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 241- 27th Street & Morgan Avenue

Pedestrians and Bicyclists

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
		STH 241- 27th Street			Morgan Avenue			STH 241- 27th Street			Morgan Avenue				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	1	0	1	0	0	0	1	0	1	2	0	2	4	16
	11:15 AM	3	0	3	1	0	1	0	0	0	0	0	0	4	18
	11:30 AM	2	0	2	1	0	1	0	0	0	0	0	0	3	21
	11:45 AM	2	0	2	1	0	1	0	0	0	2	0	2	5	23
	12:00 PM	1	0	1	2	0	2	2	0	2	1	0	1	6	23
	12:15 PM	1	0	1	2	0	2	2	0	2	2	0	2	7	
	12:30 PM	1	0	1	2	0	2	0	0	0	2	0	2	5	
	12:45 PM	0	0	0	1	0	1	2	0	2	2	0	2	5	
	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	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	
	3:30 PM	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	
	4:00 PM	3	0	3	2	0	2	1	0	1	4	0	4	10	26
	4:15 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	24
	4:30 PM	2	0	2	1	0	1	1	0	1	3	0	3	7	26
	4:45 PM	2	0	2	0	0	0	0	0	0	5	0	5	7	21
	5:00 PM	3	0	3	3	0	3	0	0	0	2	0	2	8	15
	5:15 PM	1	0	1	0	0	0	1	0	1	2	0	2	4	
	5:30 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	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	
Totals		**23**	**0**	**23**	**16**	**0**	**16**	**11**	**0**	**11**	**30**	**0**	**30**	**80**	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 241- 27th Street & Morgan 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
		STH 241- 27th Street			Morgan Avenue			STH 241- 27th Street			Morgan 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	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	4
	10:30 AM	0		0	0		0	0		0	0		0	0	8
	10:45 AM	0		0	0		0	0		0	0		0	0	11
	11:00 AM	1		1	0		0	1		1	2		2	4	16
	11:15 AM	3		3	1		1	0		0	0		0	4	18
	11:30 AM	2		2	1		1	0		0	0		0	3	21
	11:45 AM	2		2	1		1	0		0	2		2	5	23
	12:00 PM	1		1	2		2	2		2	1		1	6	23
	12:15 PM	1		1	2		2	2		2	2		2	7	17
	12:30 PM	1		1	2		2	0		0	2		2	5	10
	12:45 PM	0		0	1		1	2		2	2		2	5	5
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	10
	3:30 PM	0		0	0		0	0		0	0		0	0	12
	3:45 PM	0		0	0		0	0		0	0		0	0	19
	4:00 PM	3		3	2		2	1		1	4		4	10	26
	4:15 PM	0		0	0		0	1		1	1		1	2	24
	4:30 PM	2		2	1		1	1		1	3		3	7	26
	4:45 PM	2		2	0		0	0		0	5		5	7	21
	5:00 PM	3		3	3		3	0		0	2		2	8	15
	5:15 PM	1		1	0		0	1		1	2		2	4	7
	5:30 PM	1		1	0		0	0		0	1		1	2	3
	5:45 PM	0		0	0		0	0		0	1		1	1	1
	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		**23**	**0**	**23**	**16**	**0**	**16**	**11**	**0**	**11**	**30**	**0**	**30**	**80**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 241- 27th Street & Morgan Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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 (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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	4:00 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, January 28, 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: **STH 241- 27th Street**
Minor St: **Morgan Avenue**
Intersection of: ***STH 241- 27th Street & Morgan Avenue***

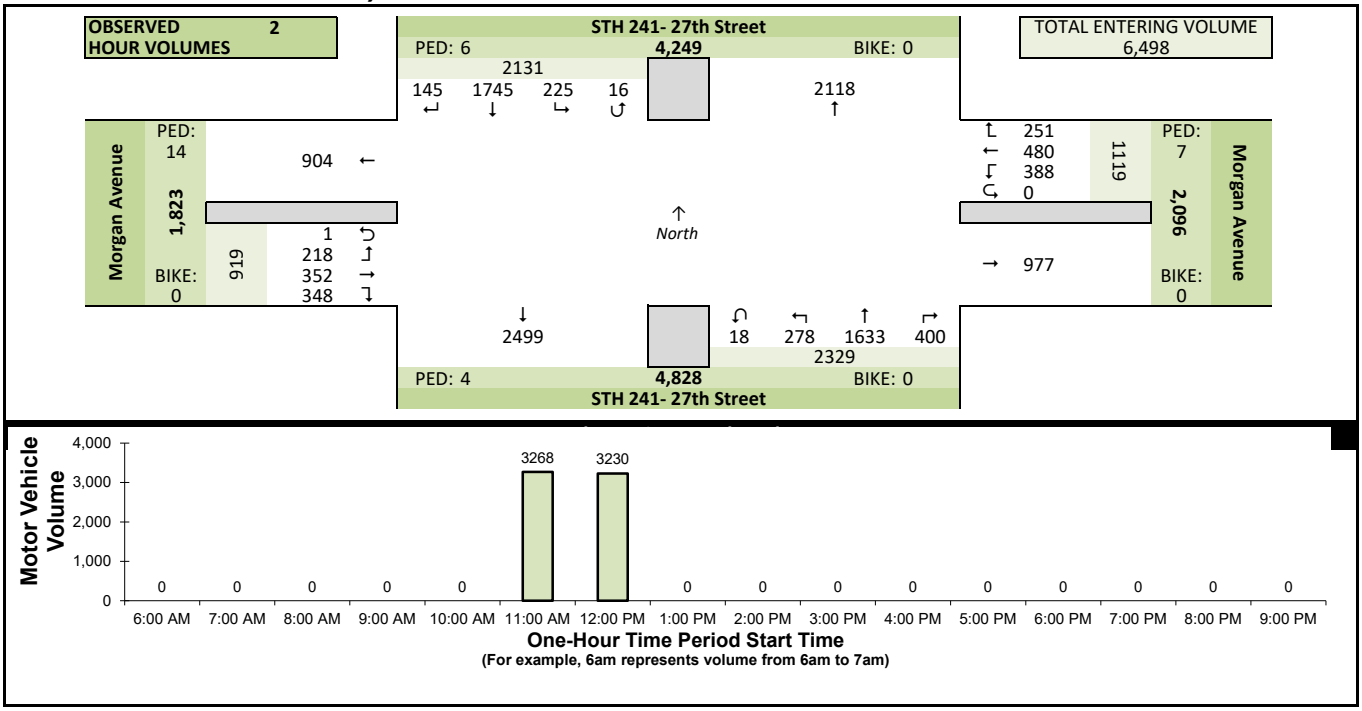
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	STH 241- 27th Street		
East Leg	Morgan Avenue		
South Leg	STH 241- 27th Street		
West Leg	Morgan 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	

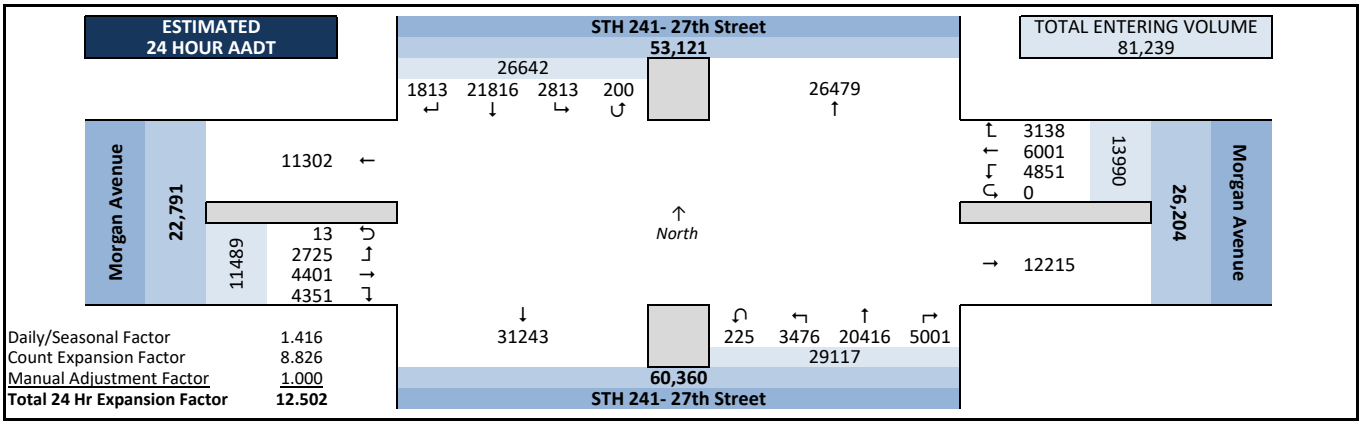
Count Information

Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:00-12:00am	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	TADI - Video			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

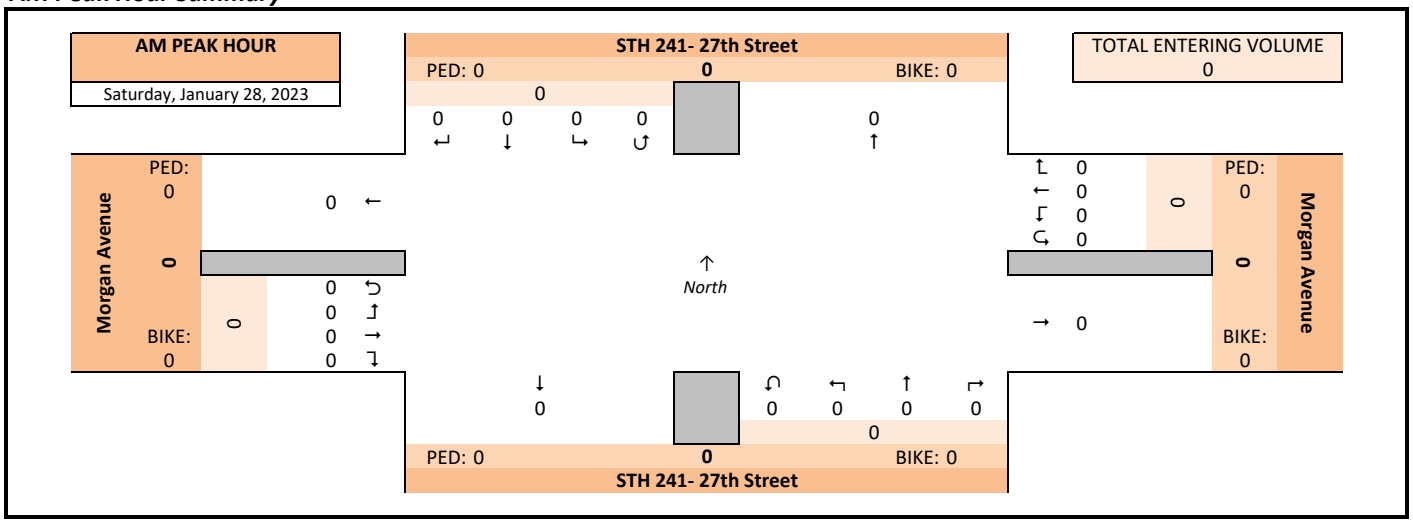
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

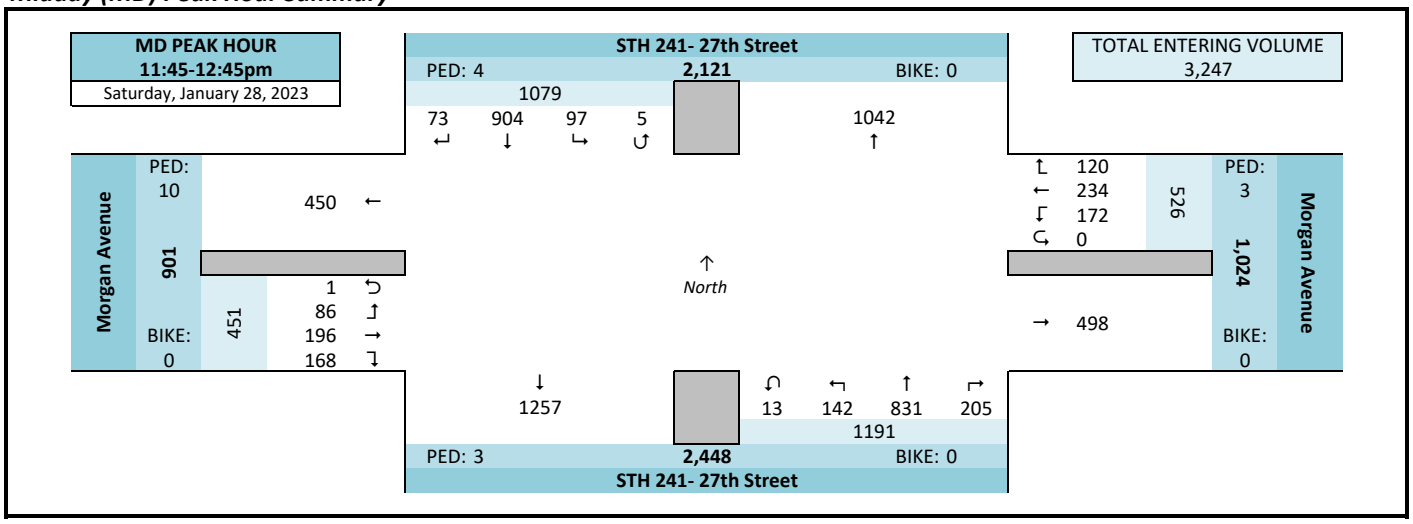
STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

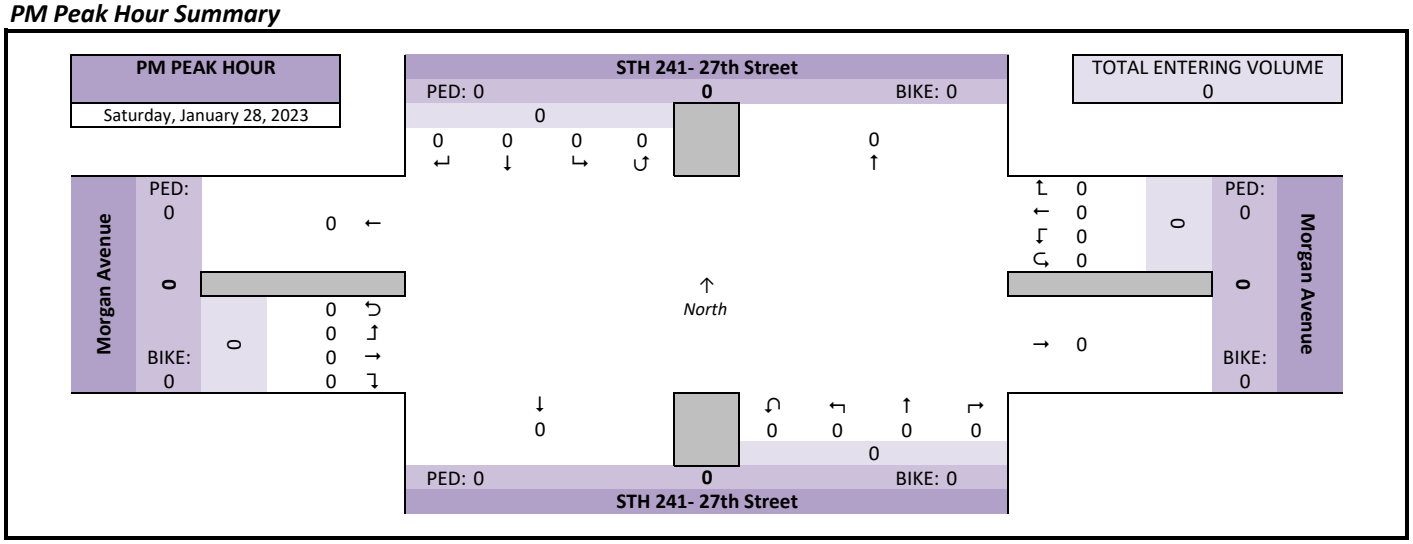
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023		From North					From East					From South					From West					
	AM Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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

Saturday, January 28, 2023		From North					From East					From South					From West					
	MD Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	11:45 AM	8	232	20	1	261	32	66	53	0	151	48	219	34	0	301	42	51	14	0	107	820
	12:00 PM	18	210	21	3	252	29	59	47	0	135	72	227	34	4	337	36	49	20	1	106	830
	12:15 PM	25	242	26	1	294	30	51	37	0	118	43	185	37	4	269	40	54	24	0	118	799
	12:30 PM	22	220	30	0	272	29	58	35	0	122	42	200	37	5	284	50	42	28	0	120	798
	Peak Hour Volume	73	904	97	5	1079	120	234	172	0	526	205	831	142	13	1191	168	196	86	1	451	3247
	Rounded Hourly Volume	75	905	95	5	1080	120	235	170	0	525	205	830	140	15	1190	170	195	85	0	450	3245
	% Single Unit Trucks	0.0	1.9	0.0	0.0	1.6	0.8	1.7	0.0	0.0	1.0	1.0	1.1	0.7	0.0	1.0	3.6	1.5	1.2	0.0	2.2	1.4
	% 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	0.6	0.0	0.0	0.0	0.2	0.1
	% Trucks (Total)	0.0	2.0	0.0	0.0	1.7	0.8	1.7	0.0	0.0	1.0	1.0	1.1	0.7	0.0	1.0	4.2	1.5	1.2	0.0	2.4	1.4
	Peak Hour Factor (PHF)	0.73	0.93	0.81	0.42	0.92	0.94	0.89	0.81	0.00	0.87	0.71	0.92	0.96	0.65	0.88	0.84	0.91	0.77	0.25	0.94	0.98

Saturday, January 28, 2023		From North					From East					From South					From West					
	PM Peak Hour	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	4:00 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
	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

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
		STH 241- 27th Street			Morgan Avenue			STH 241- 27th Street			Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
	12:00 PM	2	0	2	0	0	0	1	0	1	1	0	1	4
	12:15 PM	1	0	1	2	0	2	1	0	1	2	0	2	6
	12:30 PM	1	0	1	1	0	1	1	0	1	5	0	5	8
	Total	4	0	4	3	0	3	3	0	3	10	0	10	20
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

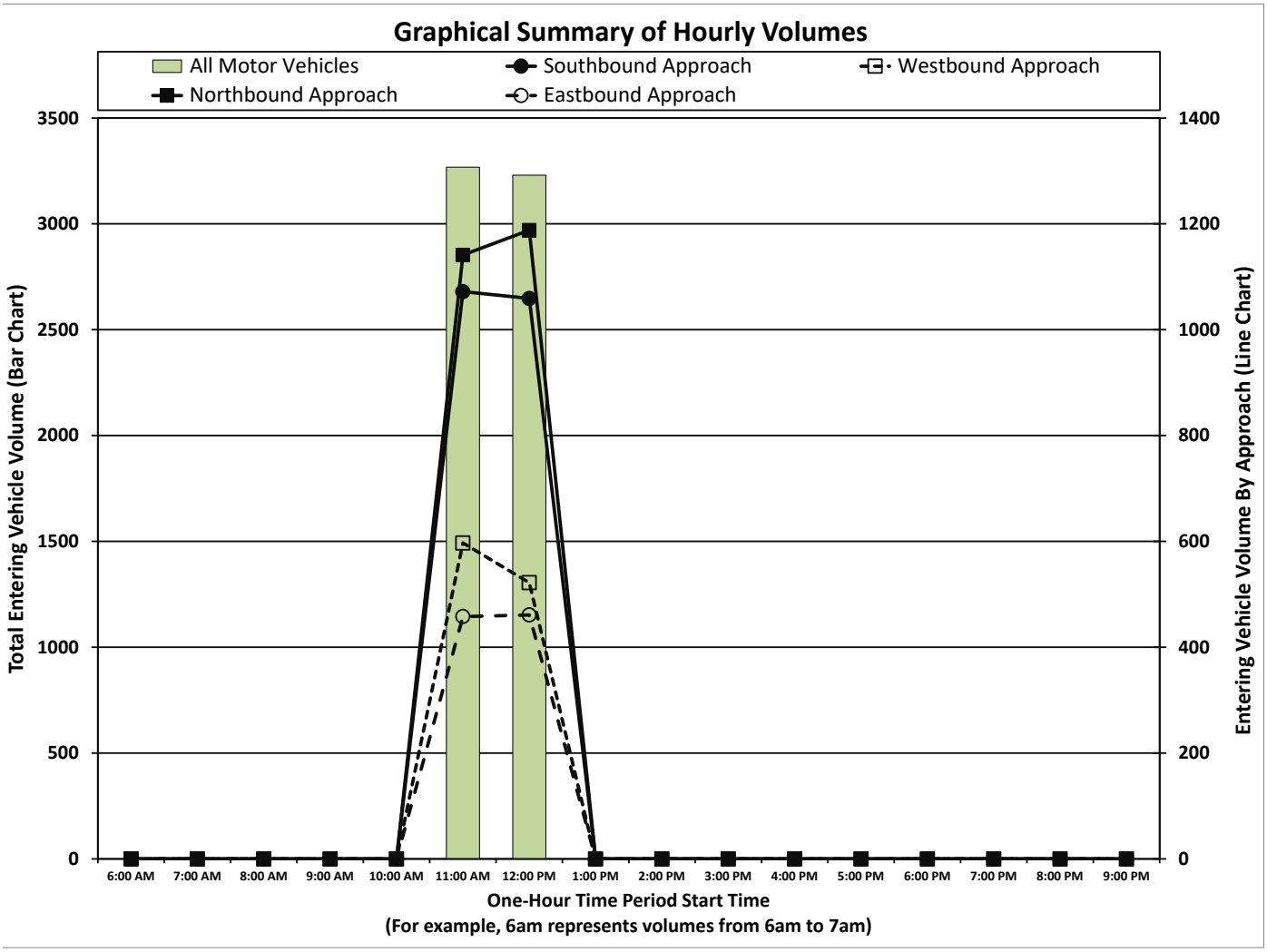
Hourly Volume Summary - Motor Vehicle Data

STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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
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	60	888	114	10	1072	125	254	218	0	597	195	804	137	5	1141	167	163	128	0	458	3268	1055	2213
	12:00 PM	85	857	111	6	1059	126	226	170	0	522	205	829	141	13	1188	181	189	90	1	461	3230	983	2247
	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	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	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
Totals		145	1745	225	16	2131	251	480	388	0	1119	400	1633	278	18	2329	348	352	218	1	919	6498	2038	4460



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 241- 27th Street & Morgan Avenue

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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
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	18	228	33	2	281	42	60	56	0	158	51	204	34	1	290	42	31	70	0	143	872	3268	0.94
	11:15 AM	21	222	31	3	277	30	68	49	0	147	52	179	37	2	270	33	41	21	0	95	789	3226	0.97
	11:30 AM	13	206	30	4	253	21	60	60	0	141	44	202	32	2	280	50	40	23	0	113	787	3236	0.97
	11:45 AM	8	232	20	1	261	32	66	53	0	151	48	219	34	0	301	42	51	14	0	107	820	3247	0.98
	12:00 PM	18	210	21	3	252	29	59	47	0	135	72	227	34	4	337	36	49	20	1	106	830	3230	0.97
	12:15 PM	25	242	26	1	294	30	51	37	0	118	43	185	37	4	269	40	54	24	0	118	799		
	12:30 PM	22	220	30	0	272	29	58	35	0	122	42	200	37	5	284	50	42	28	0	120	798		
	12:45 PM	20	185	34	2	241	38	58	51	0	147	48	217	33	0	298	55	44	18	0	117	803		
	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		
	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		
Totals		145	1745	225	16	2131	251	480	388	0	1119	400	1633	278	18	2329	348	352	218	1	919	6498		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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	11:45 AM	73	904	97	5	1079	120	234	172	0	526	205	831	142	13	1191	168	196	86	1	451	3247	0.98
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 241- 27th Street & Morgan Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West					15-Min	Hourly
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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		
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	18	225	33	2	278	42	60	55	0	157	51	203	34	1	289	40	31	70	0	141	865	3229
	11:15 AM	21	219	31	3	274	30	67	47	0	144	52	178	37	2	269	32	41	21	0	94	781	3186
	11:30 AM	13	203	29	4	249	21	60	60	0	141	43	201	31	2	277	49	40	22	0	111	778	3193
	11:45 AM	8	226	20	1	255	31	65	53	0	149	47	217	33	0	297	39	51	14	0	104	805	3201
	12:00 PM	18	210	21	3	252	29	57	47	0	133	71	224	34	4	333	34	49	20	1	104	822	3191
	12:15 PM	25	235	26	1	287	30	51	37	0	118	43	184	37	4	268	39	53	23	0	115	788	
	12:30 PM	22	215	30	0	267	29	57	35	0	121	42	197	37	5	281	49	40	28	0	117	786	
	12:45 PM	20	184	34	2	240	38	57	50	0	145	45	216	32	0	293	55	44	18	0	117	795	
	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	
	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	
Totals		145	1717	224	16	2102	250	474	384	0	1108	394	1620	275	18	2307	337	349	216	1	903	6420	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	11:45 AM	73	886	97	5	1061	119	230	172	0	521	203	822	141	13	1179	161	193	85	1	440	3201
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

STH 241- 27th Street & Morgan Avenue

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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
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	3	0	0	3	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	7	39
	11:15 AM	0	3	0	0	3	0	1	2	0	3	0	1	0	0	1	1	0	0	0	1	8	40
	11:30 AM	0	3	1	0	4	0	0	0	0	0	1	1	1	0	3	1	0	1	0	2	9	41
	11:45 AM	0	6	0	0	6	1	1	0	0	2	1	2	1	0	4	3	0	0	0	3	15	44
	12:00 PM	0	0	0	0	0	0	2	0	0	2	1	3	0	0	4	2	0	0	0	2	8	37
	12:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	9	
	12:30 PM	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	12	
	12:45 PM	0	1	0	0	1	0	1	1	0	2	3	1	1	0	5	0	0	0	0	0	8	
	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	
	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	
Totals		0	27	1	0	28	1	6	4	0	11	6	13	3	0	22	10	3	2	0	15	76	

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

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	11:45 AM	0	17	0	0	17	1	4	0	0	5	2	9	1	0	12	6	3	1	0	10	44
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 241- 27th Street & Morgan Avenue

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	Sum
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	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
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
	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	
	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	
Totals		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	

Peak Hour Semi-Truck Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan 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	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 241- 27th Street & Morgan Avenue

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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		
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	3	0	0	3	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	7	39
	11:15 AM	0	3	0	0	3	0	1	2	0	3	0	1	0	0	1	1	0	0	0	1	8	40
	11:30 AM	0	3	1	0	4	0	0	0	0	0	1	1	1	0	3	1	0	1	0	2	9	43
	11:45 AM	0	6	0	0	6	1	1	0	0	2	1	2	1	0	4	3	0	0	0	3	15	46
	12:00 PM	0	0	0	0	0	0	2	0	0	2	1	3	0	0	4	2	0	0	0	2	8	39
	12:15 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	11	
	12:30 PM	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	1	2	0	0	3	12	
	12:45 PM	0	1	0	0	1	0	1	1	0	2	3	1	1	0	5	0	0	0	0	0	8	
	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	
	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	
Totals		0	28	1	0	29	1	6	4	0	11	6	13	3	0	22	11	3	2	0	16	78	

Peak Hour Heavy Vehicle Volume Summary

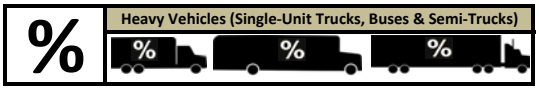
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	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	11:45 AM	0	18	0	0	18	1	4	0	0	5	2	9	1	0	12	7	3	1	0	11	46
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 241- 27th Street & Morgan Avenue



15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					Vehicle	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
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	1.3	0.0	0.0	1.1	0.0	0.0	1.8	0.0	0.6	0.0	0.5	0.0	0.0	0.3	4.8	0.0	0.0	0.0	1.4	0.8	1.2
	11:15 AM	0.0	1.4	0.0	0.0	1.1	0.0	1.5	4.1	0.0	2.0	0.0	0.6	0.0	0.0	0.4	3.0	0.0	0.0	0.0	1.1	1.0	1.2
	11:30 AM	0.0	1.5	3.3	0.0	1.6	0.0	0.0	0.0	0.0	0.0	2.3	0.5	3.1	0.0	1.1	2.0	0.0	4.3	0.0	1.8	1.1	1.3
	11:45 AM	0.0	2.6	0.0	0.0	2.3	3.1	1.5	0.0	0.0	1.3	2.1	0.9	2.9	0.0	1.3	7.1	0.0	0.0	0.0	2.8	1.8	1.4
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	1.5	1.4	1.3	0.0	0.0	1.2	5.6	0.0	0.0	0.0	1.9	1.0	1.2
	12:15 PM	0.0	2.9	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	2.5	1.9	4.2	0.0	2.5	1.4	
	12:30 PM	0.0	2.3	0.0	0.0	1.8	0.0	1.7	0.0	0.0	0.8	0.0	1.5	0.0	0.0	1.1	2.0	4.8	0.0	0.0	2.5	1.5	
	12:45 PM	0.0	0.5	0.0	0.0	0.4	0.0	1.7	2.0	0.0	1.4	6.3	0.5	3.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	
	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	0.0	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	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	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	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	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	
Totals		0.0	1.6	0.4	0.0	1.4	0.4	1.3	1.0	0.0	1.0	1.5	0.8	1.1	0.0	0.9	3.2	0.9	0.9	0.0	1.7	1.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	STH 241- 27th Street					Morgan Avenue					STH 241- 27th Street					Morgan Avenue					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	11:45 AM	0.0	2.0	0.0	0.0	1.7	0.8	1.7	0.0	0.0	1.0	1.0	1.1	0.7	0.0	1.0	4.2	1.5	1.2	0.0	2.4	1.4
PM	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 241- 27th Street & Morgan Avenue

Pedestrians and Bicyclists

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
		STH 241- 27th Street			Morgan Avenue			STH 241- 27th Street			Morgan Avenue				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	8
	11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	11:30 AM	0	0	0	2	0	2	0	0	0	3	0	3	5	17
	11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	20
	12:00 PM	2	0	2	0	0	0	1	0	1	1	0	1	4	23
	12:15 PM	1	0	1	2	0	2	1	0	1	2	0	2	6	
	12:30 PM	1	0	1	1	0	1	1	0	1	5	0	5	8	
	12:45 PM	2	0	2	1	0	1	1	0	1	1	0	1	5	
	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	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	
	3:30 PM	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	
	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	
Totals		6	0	6	7	0	7	4	0	4	14	0	14	31	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 241- 27th Street & Morgan Avenue

15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach STH 241- 27th Street			Crossing East Approach Morgan Avenue			Crossing South Approach STH 241- 27th Street			Crossing West Approach Morgan Avenue			15-Min	Hourly
	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	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	1
	10:45 AM	0		0	0		0	0		0	0		0	0	6
	11:00 AM	0		0	0		0	0		0	0		0	0	8
	11:15 AM	0		0	1		1	0		0	0		0	1	12
	11:30 AM	0		0	2		2	0		0	3		3	5	17
	11:45 AM	0		0	0		0	0		0	2		2	2	20
	12:00 PM	2		2	0		0	1		1	1		1	4	23
	12:15 PM	1		1	2		2	1		1	2		2	6	19
	12:30 PM	1		1	1		1	1		1	5		5	8	13
	12:45 PM	2		2	1		1	1		1	1		1	5	5
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**6**	**0**	**6**	**7**	**0**	**7**	**4**	**0**	**4**	**14**	**0**	**14**	**31**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 241- 27th Street & Morgan Avenue

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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
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	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
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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
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	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 (↓) STH 241- 27th Street					From East (←) Morgan Avenue					From South (↑) STH 241- 27th Street					From West (→) Morgan 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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 241-27th Street**
Minor St: **Loomis Road**
Intersection of: ***STH 241-27th Street & Loomis Road***

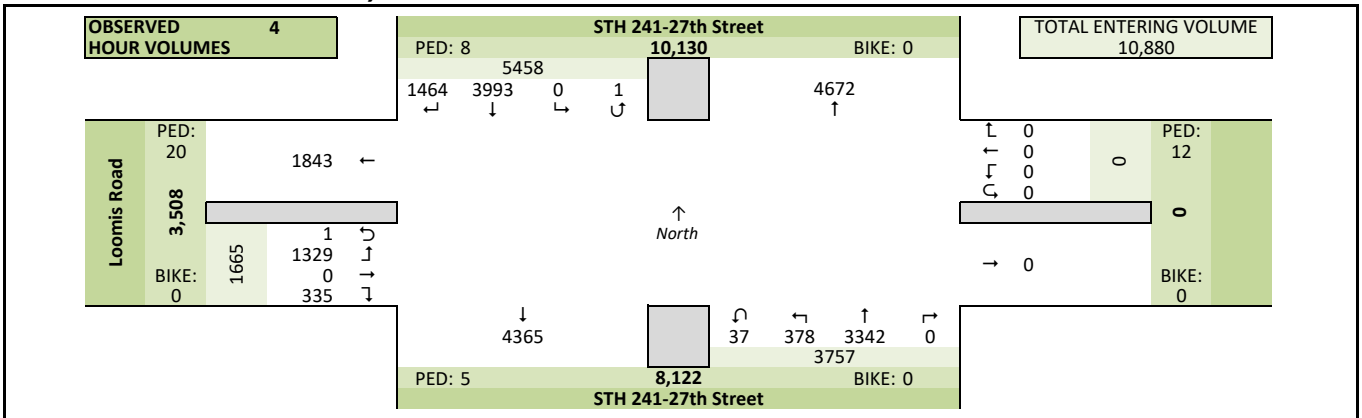
Site Information

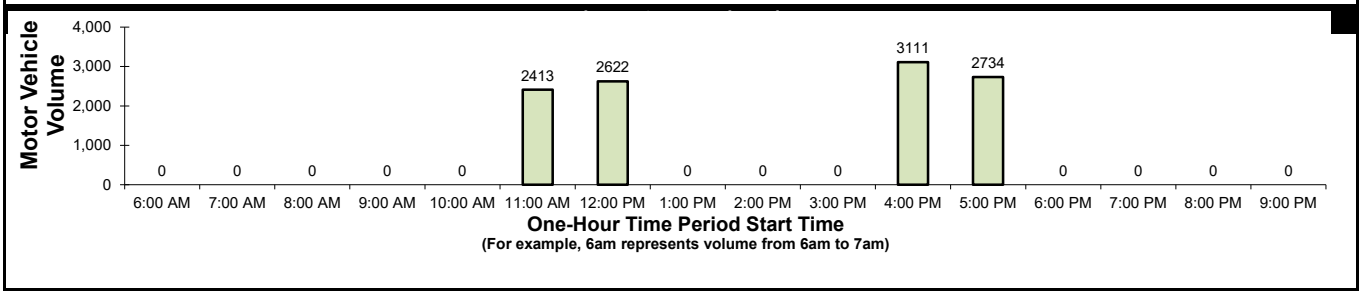
Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	STH 241-27th Street		
East Leg			
South Leg	STH 241-27th Street		
West Leg	Loomis Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special 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

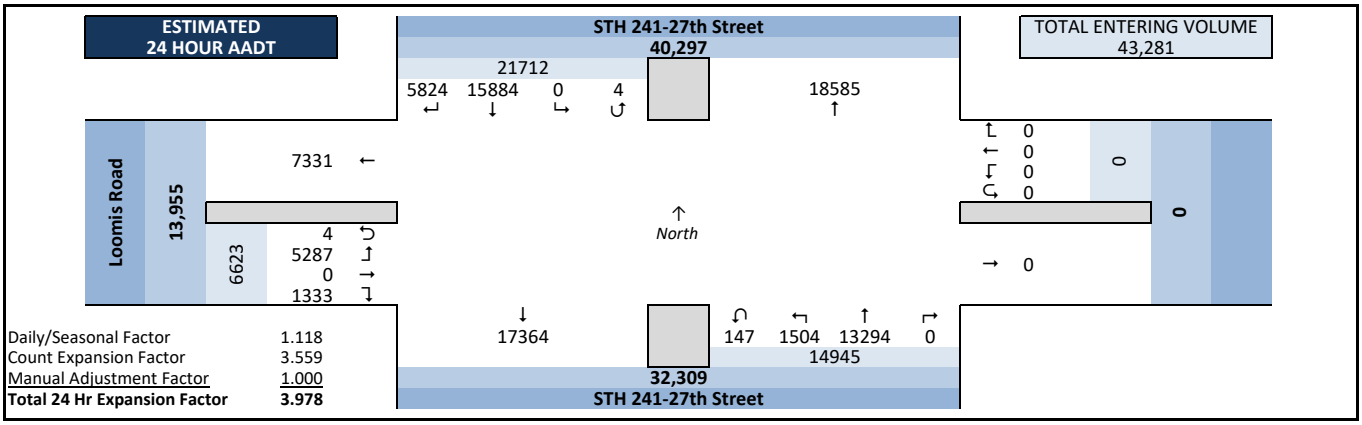
Hrs Counted:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Thursday, January 26, 2023			Weather	
AM Peak Period	Friday, January 27, 2023			Clear & Dry	
Midday Peak Period	Friday, January 27, 2023			Clear & Dry	
PM Peak Period	Thursday, January 26, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.118		Count Expansion Factor		3.559
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	TADI - Video			
	PM Peak Period	TADI - Video			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

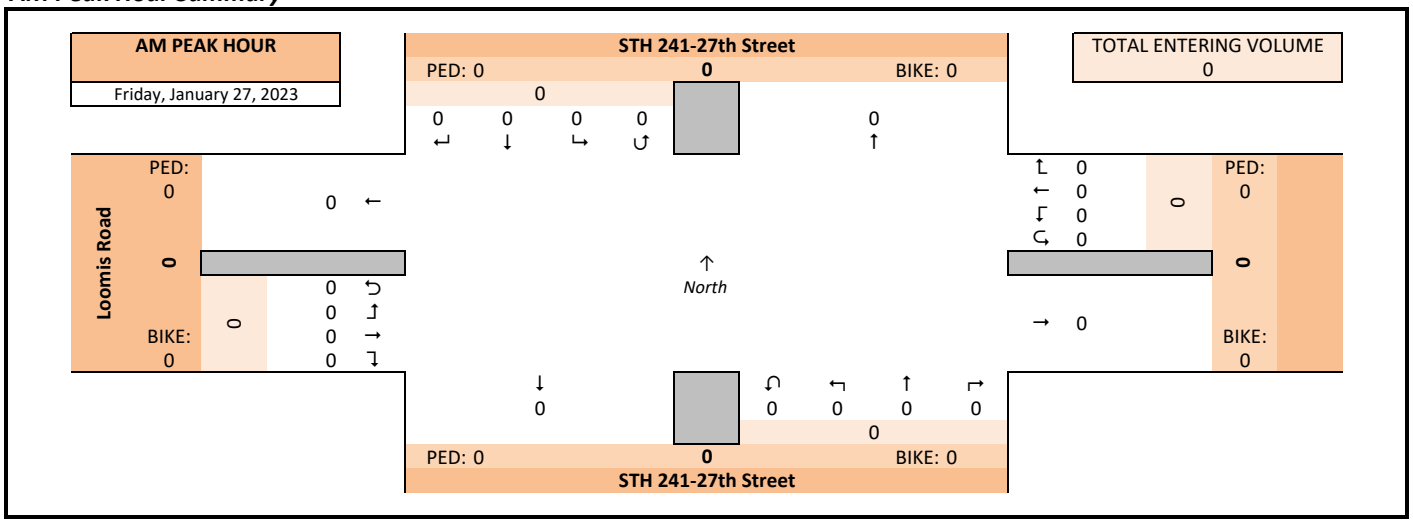
Count Basics			Page 2 of 13
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

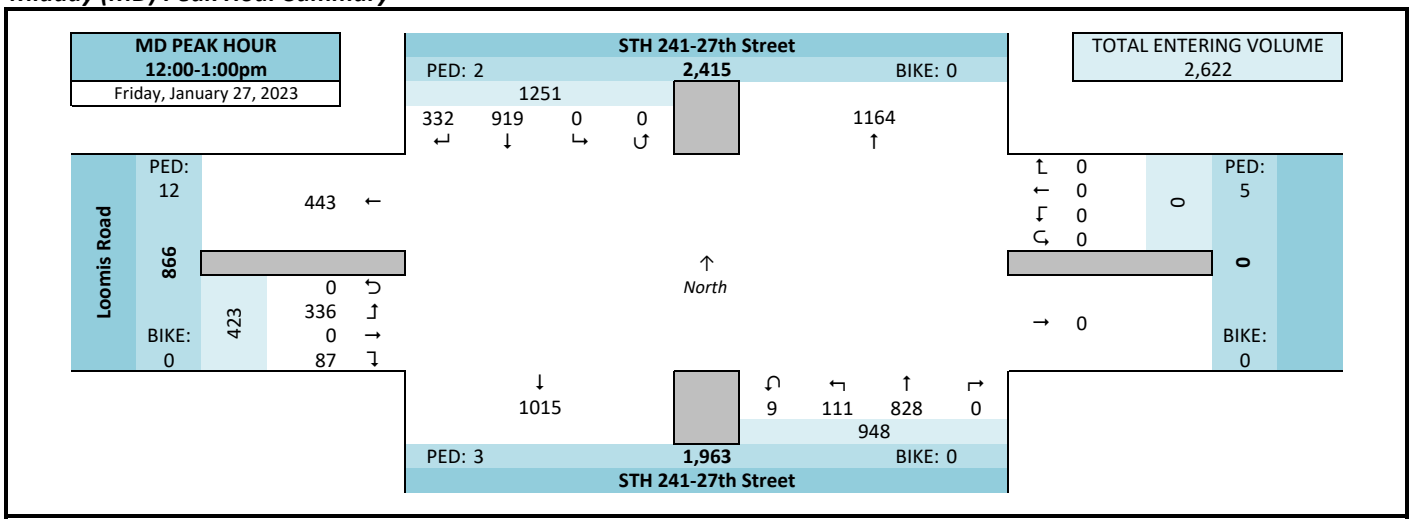
STH 241-27th Street & Loomis Road

All Motor Vehicles

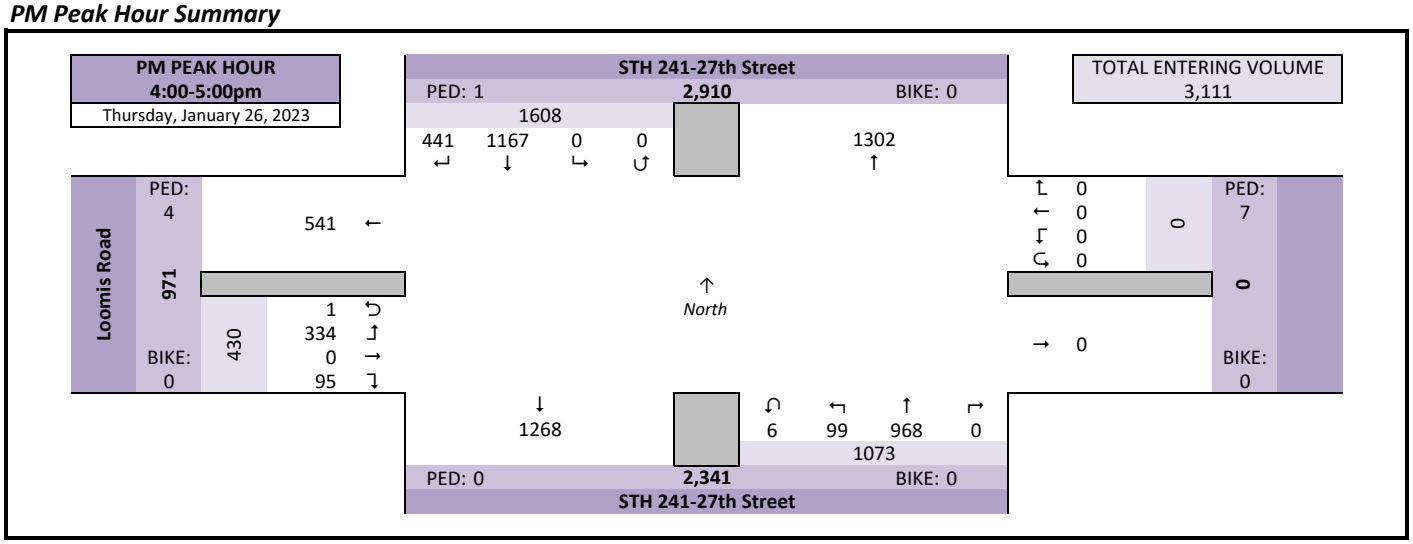
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 241-27th Street & Loomis Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, January 27, 2023		From North					From East					From South					From West					
	AM Peak Hour	STH 241-27th Street										STH 241-27th Street					Loomis Road					
	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

Friday, January 27, 2023		From North					From East					From South					From West					
	MD Peak Hour	STH 241-27th Street										STH 241-27th Street					Loomis Road					
	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	90	237	0	0	327	0	0	0	0	0	0	224	23	1	248	12	0	79	0	91	666
	12:15 PM	88	218	0	0	306	0	0	0	0	0	0	201	30	1	232	17	0	74	0	91	629
	12:30 PM	72	225	0	0	297	0	0	0	0	0	0	188	34	4	226	31	0	92	0	123	646
	12:45 PM	82	239	0	0	321	0	0	0	0	0	0	215	24	3	242	27	0	91	0	118	681
	Peak Hour Volume	332	919	0	0	1251	0	0	0	0	0	0	828	111	9	948	87	0	336	0	423	2622
	Rounded Hourly Volume	330	920	0	0	1250	0	0	0	0	0	0	830	110	10	950	85	0	335	0	420	2620
	% Single Unit Trucks	2.4	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.9	0.0	3.1	2.3	0.0	2.1	0.0	2.1	2.8
	% Heavy Trucks	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.2	0.5
	% Trucks (Total)	2.4	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.9	0.0	3.6	2.3	0.0	2.4	0.0	2.4	3.2
	Peak Hour Factor (PHF)	0.92	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.82	0.56	0.96	0.70	0.00	0.91	0.00	0.86	0.96

Thursday, January 26, 2023		From North					From East					From South					From West					
	PM Peak Hour	STH 241-27th Street										STH 241-27th Street					Loomis Road					
	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	4:00 PM	110	299	0	0	409	0	0	0	0	0	0	251	34	1	286	21	0	89	0	110	805
	4:15 PM	110	268	0	0	378	0	0	0	0	0	0	229	24	1	254	22	0	83	0	105	737
	4:30 PM	121	290	0	0	411	0	0	0	0	0	0	244	20	2	266	25	0	83	1	109	786
	4:45 PM	100	310	0	0	410	0	0	0	0	0	0	244	21	2	267	27	0	79	0	106	783
	Peak Hour Volume	441	1167	0	0	1608	0	0	0	0	0	0	968	99	6	1073	95	0	334	1	430	3111
	Rounded Hourly Volume	440	1165	0	0	1605	0	0	0	0	0	0	970	100	5	1075	95	0	335	0	430	3110
	% Single Unit Trucks	2.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3	2.0	0.0	1.4	4.2	0.0	4.5	0.0	4.4	2.2
	% Heavy Trucks	0.2	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	2.3	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.0	0.0	1.6	4.2	0.0	4.5	0.0	4.4	2.4
	Peak Hour Factor (PHF)	0.91	0.94	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.73	0.75	0.94	0.88	0.00	0.94	0.25	0.98	0.97

Peak Hour Pedestrian and Bicyclist Volumes

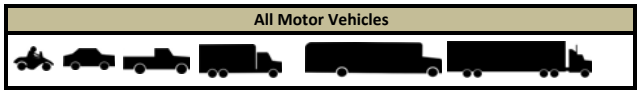
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		STH 241-27th Street						STH 241-27th Street			Loomis Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	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	1	0	1	2	0	2	3
	12:15 PM	2	0	2	3	0	3	2	0	2	3	0	3	10
	12:30 PM	0	0	0	2	0	2	0	0	0	5	0	5	7
	12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	Total	2	0	2	5	0	5	3	0	3	12	0	12	22
PM	4:00 PM	1	0	1	3	0	3	0	0	0	1	0	1	5
	4:15 PM	0	0	0	1	0	1	0	0	0	2	0	2	3
	4:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	1	0	1	7	0	7	0	0	0	4	0	4	12

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

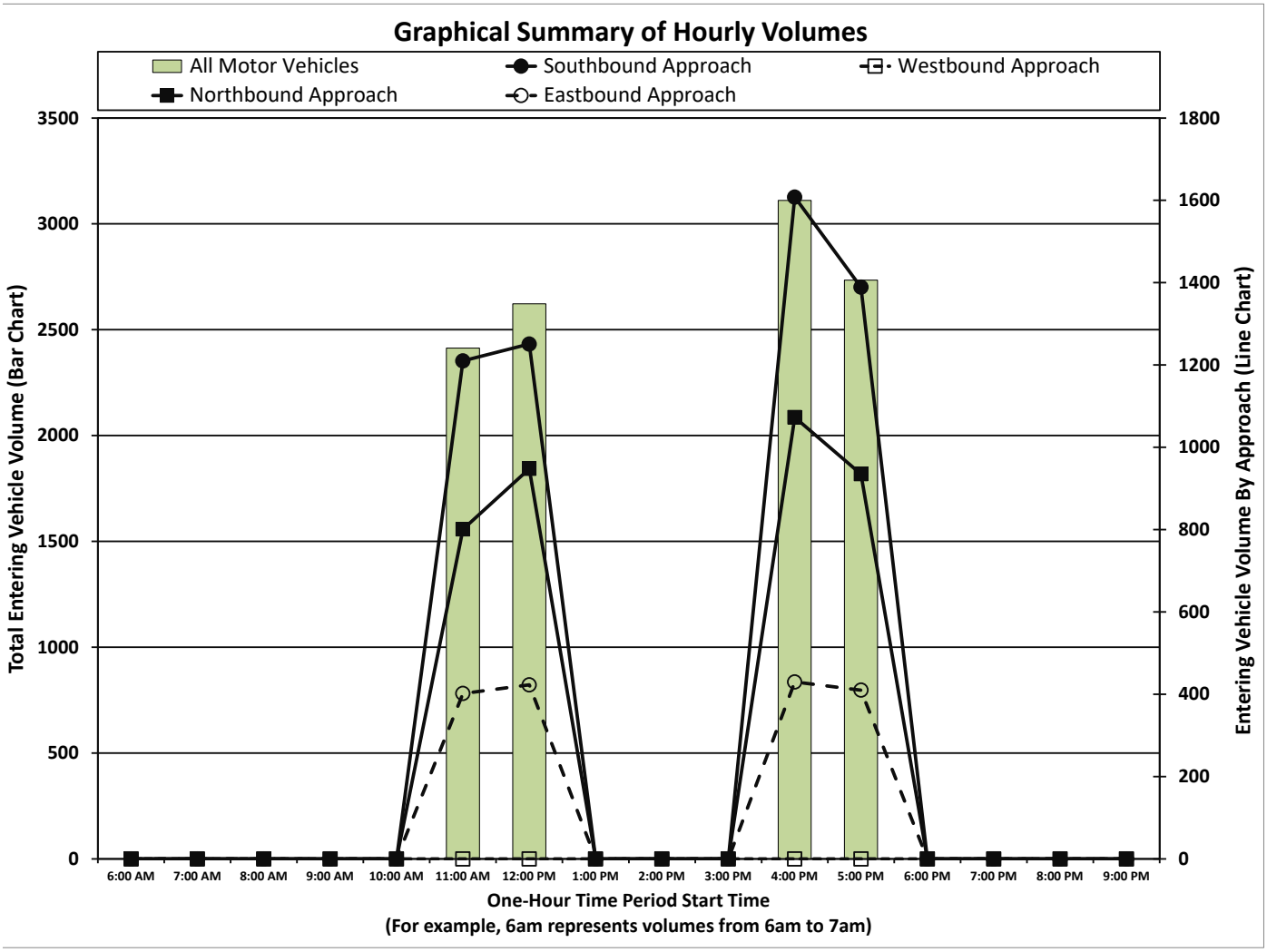
Hourly Volume Summary - Motor Vehicle Data

STH 241-27th Street & Loomis Road



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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			
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
AM	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
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
AM	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
MD	11:00 AM	314	896	0	0	1210	0	0	0	0	0	0	698	90	13	801	71	0	331	0	402	2413	402	2011
MD	12:00 PM	332	919	0	0	1251	0	0	0	0	0	0	828	111	9	948	87	0	336	0	423	2622	423	2199
MD	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
PM	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
PM	4:00 PM	441	1167	0	0	1608	0	0	0	0	0	0	968	99	6	1073	95	0	334	1	430	3111	430	2681
PM	5:00 PM	377	1011	0	1	1389	0	0	0	0	0	0	848	78	9	935	82	0	328	0	410	2734	410	2324
PM	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
PM	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
PM	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
PM	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
Totals		1464	3993	0	1	5458	0	0	0	0	0	0	3342	378	37	3757	335	0	1329	1	1665	10880	1665	9215



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 241-27th Street & Loomis Road

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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
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	75	223	0	0	298	0	0	0	0	0	0	169	25	2	196	17	0	87	0	104	598	2413	0.96
	11:15 AM	87	217	0	0	304	0	0	0	0	0	0	170	16	3	189	16	0	94	0	110	603	2481	0.93
	11:30 AM	74	235	0	0	309	0	0	0	0	0	0	196	31	4	231	24	0	65	0	89	629	2507	0.94
	11:45 AM	78	221	0	0	299	0	0	0	0	0	0	163	18	4	185	14	0	85	0	99	583	2524	0.95
	12:00 PM	90	237	0	0	327	0	0	0	0	0	0	224	23	1	248	12	0	79	0	91	666	2622	0.96
	12:15 PM	88	218	0	0	306	0	0	0	0	0	0	201	30	1	232	17	0	74	0	91	629		
	12:30 PM	72	225	0	0	297	0	0	0	0	0	0	188	34	4	226	31	0	92	0	123	646		
	12:45 PM	82	239	0	0	321	0	0	0	0	0	0	215	24	3	242	27	0	91	0	118	681		
	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		
	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	110	299	0	0	409	0	0	0	0	0	0	251	34	1	286	21	0	89	0	110	805	3111	0.97
	4:15 PM	110	268	0	0	378	0	0	0	0	0	0	229	24	1	254	22	0	83	0	105	737	3083	0.98
	4:30 PM	121	290	0	0	411	0	0	0	0	0	0	244	20	2	266	25	0	83	1	109	786	3073	0.98
	4:45 PM	100	310	0	0	410	0	0	0	0	0	0	244	21	2	267	27	0	79	0	106	783	2913	0.93
	5:00 PM	112	282	0	1	395	0	0	0	0	0	0	238	28	1	267	24	0	91	0	115	777	2734	0.88
	5:15 PM	87	269	0	0	356	0	0	0	0	0	0	243	16	1	260	20	0	91	0	111	727		
	5:30 PM	93	229	0	0	322	0	0	0	0	0	0	183	17	5	205	22	0	77	0	99	626		
	5:45 PM	85	231	0	0	316	0	0	0	0	0	0	184	17	2	203	16	0	69	0	85	604		
	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		
Totals		1464	3993	0	1	5458	0	0	0	0	0	0	3342	378	37	3757	335	0	1329	1	1665	10880		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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	332	919	0	0	1251	0	0	0	0	0	0	828	111	9	948	87	0	336	0	423	2622	0.96
PM	4:00 PM	441	1167	0	0	1608	0	0	0	0	0	0	968	99	6	1073	95	0	334	1	430	3111	0.97

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 241-27th Street & Loomis Road

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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
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	71	221	0	0	292	0	0	0	0	0	0	161	24	2	187	17	0	87	0	104	583	2345
	11:15 AM	83	211	0	0	294	0	0	0	0	0	0	169	15	3	187	15	0	91	0	106	587	2397
	11:30 AM	70	230	0	0	300	0	0	0	0	0	0	193	30	4	227	23	0	64	0	87	614	2419
	11:45 AM	78	208	0	0	286	0	0	0	0	0	0	161	17	4	182	14	0	79	0	93	561	2433
	12:00 PM	86	225	0	0	311	0	0	0	0	0	0	213	22	1	236	12	0	76	0	88	635	2537
	12:15 PM	87	207	0	0	294	0	0	0	0	0	0	196	30	1	227	16	0	72	0	88	609	
	12:30 PM	71	220	0	0	291	0	0	0	0	0	0	178	34	4	216	30	0	91	0	121	628	
	12:45 PM	80	234	0	0	314	0	0	0	0	0	0	208	24	3	235	27	0	89	0	116	665	
	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	
	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	106	290	0	0	396	0	0	0	0	0	0	250	33	1	284	20	0	85	0	105	785	3037
	4:15 PM	108	263	0	0	371	0	0	0	0	0	0	223	24	1	248	21	0	81	0	102	721	3013
	4:30 PM	121	284	0	0	405	0	0	0	0	0	0	240	20	2	262	23	0	77	1	101	768	3006
	4:45 PM	96	302	0	0	398	0	0	0	0	0	0	240	20	2	262	27	0	76	0	103	763	2850
	5:00 PM	112	273	0	1	386	0	0	0	0	0	0	233	28	1	262	24	0	89	0	113	761	2683
	5:15 PM	85	264	0	0	349	0	0	0	0	0	0	239	16	1	256	19	0	90	0	109	714	
	5:30 PM	90	222	0	0	312	0	0	0	0	0	0	180	17	5	202	22	0	76	0	98	612	
	5:45 PM	84	227	0	0	311	0	0	0	0	0	0	181	17	2	200	16	0	69	0	85	596	
	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	
Totals		1428	3881	0	1	5310	0	0	0	0	0	0	3265	371	37	3673	326	0	1292	1	1619	10602	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	324	886	0	0	1210	0	0	0	0	0	0	795	110	9	914	85	0	328	0	413	2537
PM	4:00 PM	431	1139	0	0	1570	0	0	0	0	0	0	953	97	6	1056	91	0	319	1	411	3037

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

STH 241-27th Street & Loomis Road

Single Unit (SU) Trucks & Buses

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

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road					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
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	4	2	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	14	59
	11:15 AM	4	5	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	13	73
	11:30 AM	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	11	75
	11:45 AM	0	12	0	0	12	0	0	0	0	0	0	2	1	0	3	0	0	6	0	6	21	80
	12:00 PM	4	10	0	0	14	0	0	0	0	0	0	10	1	0	11	0	0	3	0	3	28	73
	12:15 PM	1	8	0	0	9	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	15	
	12:30 PM	1	4	0	0	5	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	16	
	12:45 PM	2	5	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	14	
	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	
	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	3	8	0	0	11	0	0	0	0	0	0	1	1	0	2	1	0	4	0	5	18	68
	4:15 PM	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	14	64
	4:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	2	0	6	0	8	17	62
	4:45 PM	4	8	0	0	12	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	19	58
	5:00 PM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	14	47
	5:15 PM	2	5	0	0	7	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	12	
	5:30 PM	3	7	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13	
	5:45 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	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	
	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	
Totals		34	100	0	0	134	0	0	0	0	0	0	66	5	0	71	7	0	35	0	42	247	

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

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road					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	8	27	0	0	35	0	0	0	0	0	0	28	1	0	29	2	0	7	0	9	73
PM	4:00 PM	9	25	0	0	34	0	0	0	0	0	0	13	2	0	15	4	0	15	0	19	68

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 241-27th Street & Loomis Road

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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
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	1	0	0	1	0	0	0	0	0	1	9
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3	11
	11:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4	13
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	12
	12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
	12:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	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	
	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	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	6
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4
	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	1	0	1	1	
	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	
Totals		2	12	0	0	14	0	0	0	0	0	0	11	2	0	13	2	0	2	0	4	31	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	12
PM	4:00 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 241-27th Street & Loomis Road

15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road						
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
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	4	2	0	0	6	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	15	68
	11:15 AM	4	6	0	0	10	0	0	0	0	0	0	1	1	0	2	1	0	3	0	4	16	84
	11:30 AM	4	5	0	0	9	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	15	88
	11:45 AM	0	13	0	0	13	0	0	0	0	0	0	2	1	0	3	0	0	6	0	6	22	91
	12:00 PM	4	12	0	0	16	0	0	0	0	0	0	11	1	0	12	0	0	3	0	3	31	85
	12:15 PM	1	11	0	0	12	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	20	
	12:30 PM	1	5	0	0	6	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	18	
	12:45 PM	2	5	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	16	
	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	
	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	4	9	0	0	13	0	0	0	0	0	0	1	1	0	2	1	0	4	0	5	20	74
	4:15 PM	2	5	0	0	7	0	0	0	0	0	0	6	0	0	6	1	0	2	0	3	16	70
	4:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	2	0	6	0	8	18	67
	4:45 PM	4	8	0	0	12	0	0	0	0	0	0	4	1	0	5	0	0	3	0	3	20	63
	5:00 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	16	51
	5:15 PM	2	5	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	13	
	5:30 PM	3	7	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	14	
	5:45 PM	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	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	
	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	
Totals		36	112	0	0	148	0	0	0	0	0	0	77	7	0	84	9	0	37	0	46	278	

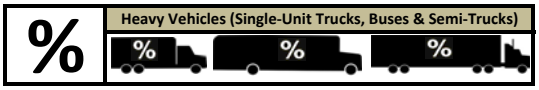
Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road					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	8	33	0	0	41	0	0	0	0	0	0	33	1	0	34	2	0	8	0	10	85
PM	4:00 PM	10	28	0	0	38	0	0	0	0	0	0	15	2	0	17	4	0	15	0	19	74

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



STH 241-27th Street & Loomis Road

15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					Vehicle	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
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	5.3	0.9	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	4.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	2.5	2.8
	11:15 AM	4.6	2.8	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	6.3	0.0	1.1	6.3	0.0	3.2	0.0	3.6	2.7	3.4
	11:30 AM	5.4	2.1	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	1.5	3.2	0.0	1.7	4.2	0.0	1.5	0.0	2.2	2.4	3.5
	11:45 AM	0.0	5.9	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.6	0.0	1.6	0.0	0.0	7.1	0.0	6.1	3.8	3.6
	12:00 PM	4.4	5.1	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4.9	4.3	0.0	4.8	0.0	0.0	3.8	0.0	3.3	4.7	3.2
	12:15 PM	1.1	5.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	5.9	0.0	2.7	0.0	3.3	3.2	
	12:30 PM	1.4	2.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.4	3.2	0.0	1.1	0.0	1.6	2.8	
	12:45 PM	2.4	2.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.9	0.0	0.0	2.2	0.0	1.7	2.3	
	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	0.0	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	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	3.6	3.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.9	0.0	0.7	4.8	0.0	4.5	0.0	4.5	2.5	2.4
	4:15 PM	1.8	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.4	4.5	0.0	2.4	0.0	2.9	2.2	2.3
	4:30 PM	0.0	2.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	8.0	0.0	7.2	0.0	7.3	2.3	2.2
	4:45 PM	4.0	2.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.8	0.0	1.9	0.0	0.0	3.8	0.0	2.8	2.6	2.2
	5:00 PM	0.0	3.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0	2.2	0.0	1.7	2.1	1.9
	5:15 PM	2.3	1.9	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	5.0	0.0	1.1	0.0	1.8	1.8	
	5:30 PM	3.2	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.3	0.0	1.0	2.2	
	5:45 PM	1.2	1.7	0.0	0.0	1.6	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	1.3	
	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	
Totals		2.5	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.9	0.0	2.2	2.7	0.0	2.8	0.0	2.8	2.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	2.4	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.9	0.0	3.6	2.3	0.0	2.4	0.0	2.4	3.2
PM	4:00 PM	2.3	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.0	0.0	1.6	4.2	0.0	4.5	0.0	4.4	2.4

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 241-27th Street & Loomis Road

Pedestrians and Bicyclists

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
		STH 241-27th Street						STH 241-27th Street			Loomis Road				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	1	0	1	1	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	21
	12:00 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	22
	12:15 PM	2	0	2	3	0	3	2	0	2	3	0	3	10	
	12:30 PM	0	0	0	2	0	2	0	0	0	5	0	5	7	
	12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	
	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	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	
	3:30 PM	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	
	4:00 PM	1	0	1	3	0	3	0	0	0	1	0	1	5	12
	4:15 PM	0	0	0	1	0	1	0	0	0	2	0	2	3	11
	4:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	9
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	7
	5:00 PM	1	0	1	0	0	0	1	0	1	2	0	2	4	9
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	2	0	2	0	0	0	1	0	1	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	
Totals		8	0	8	12	0	12	5	0	5	20	0	20	45	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 241-27th Street & Loomis Road

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach STH 241-27th Street			Crossing East Approach			Crossing South Approach STH 241-27th Street			Crossing West Approach Loomis Road			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	1
	10:30 AM	0		0	0		0	0		0	0		0	0	1
	10:45 AM	0		0	0		0	0		0	0		0	0	1
	11:00 AM	0		0	0		0	0		0	1		1	1	2
	11:15 AM	0		0	0		0	0		0	0		0	0	4
	11:30 AM	0		0	0		0	0		0	0		0	0	14
	11:45 AM	1		1	0		0	0		0	0		0	1	21
	12:00 PM	0		0	0		0	1		1	2		2	3	22
	12:15 PM	2		2	3		3	2		2	3		3	10	19
	12:30 PM	0		0	2		2	0		0	5		5	7	9
	12:45 PM	0		0	0		0	0		0	2		2	2	2
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	5
	3:30 PM	0		0	0		0	0		0	0		0	0	8
	3:45 PM	0		0	0		0	0		0	0		0	0	11
	4:00 PM	1		1	3		3	0		0	1		1	5	12
	4:15 PM	0		0	1		1	0		0	2		2	3	11
	4:30 PM	0		0	3		3	0		0	0		0	3	9
	4:45 PM	0		0	0		0	0		0	1		1	1	7
	5:00 PM	1		1	0		0	1		1	2		2	4	9
	5:15 PM	0		0	0		0	0		0	1		1	1	5
	5:30 PM	1		1	0		0	0		0	0		0	1	4
	5:45 PM	2		2	0		0	1		1	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		8	0	8	12	0	12	5	0	5	20	0	20	45	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Thursday, January 26, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	4	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 241-27th Street & Loomis Road

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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 (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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	4:00 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, January 28, 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: **STH 241-27th Street**
Minor St: **Loomis Road**
Intersection of: ***STH 241-27th Street & Loomis Road***

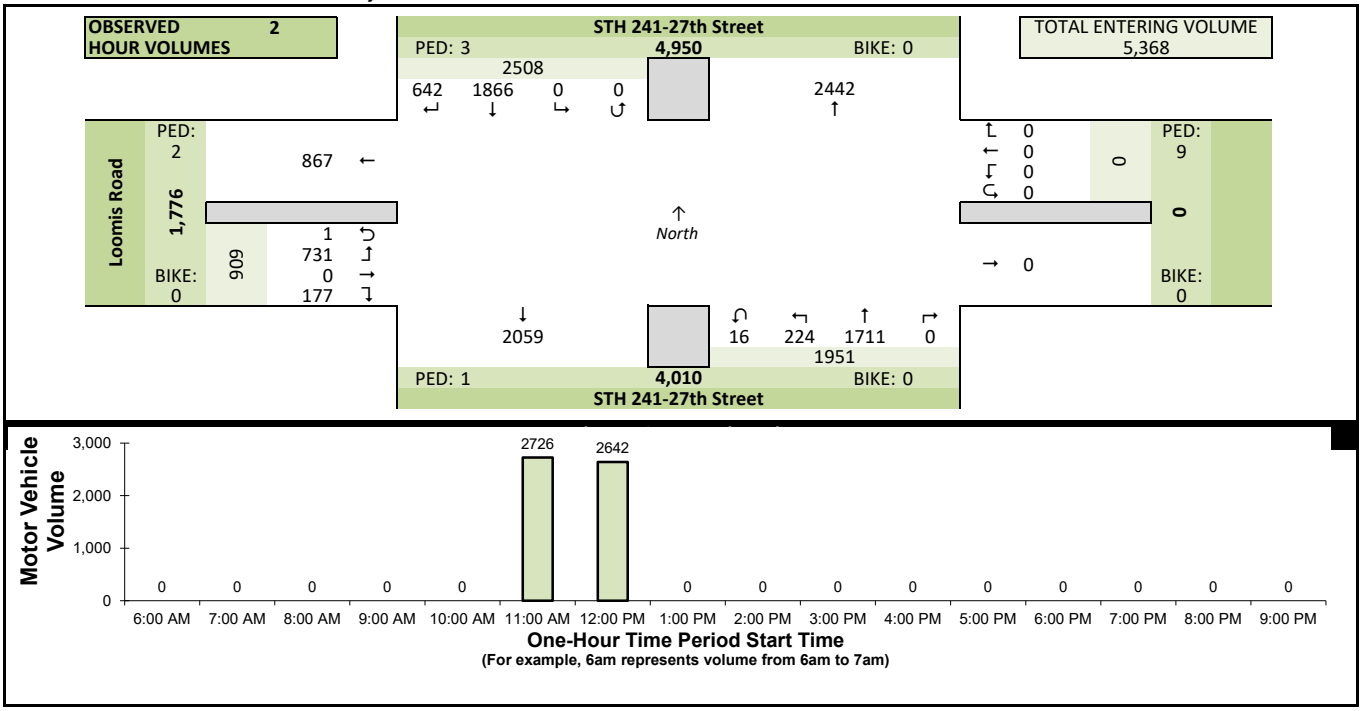
Site Information

Municipality	City of Milwaukee		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	STH 241-27th Street		
East Leg			
South Leg	STH 241-27th Street		
West Leg	Loomis Road		
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	

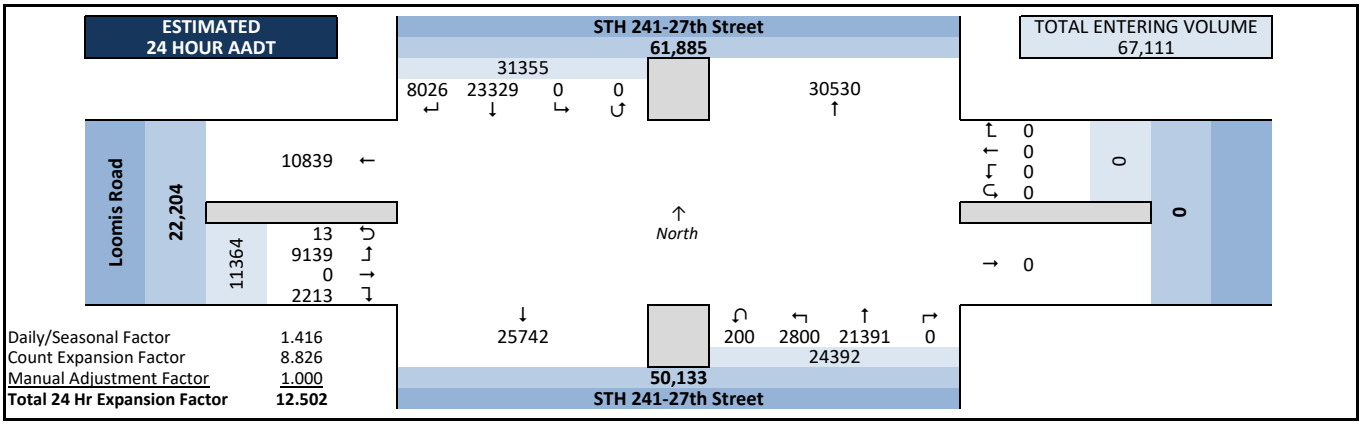
Count Information

Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	TADI			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.416
Count Expansion Factor	8.826
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**12.502**

Intersection Traffic Volume Report

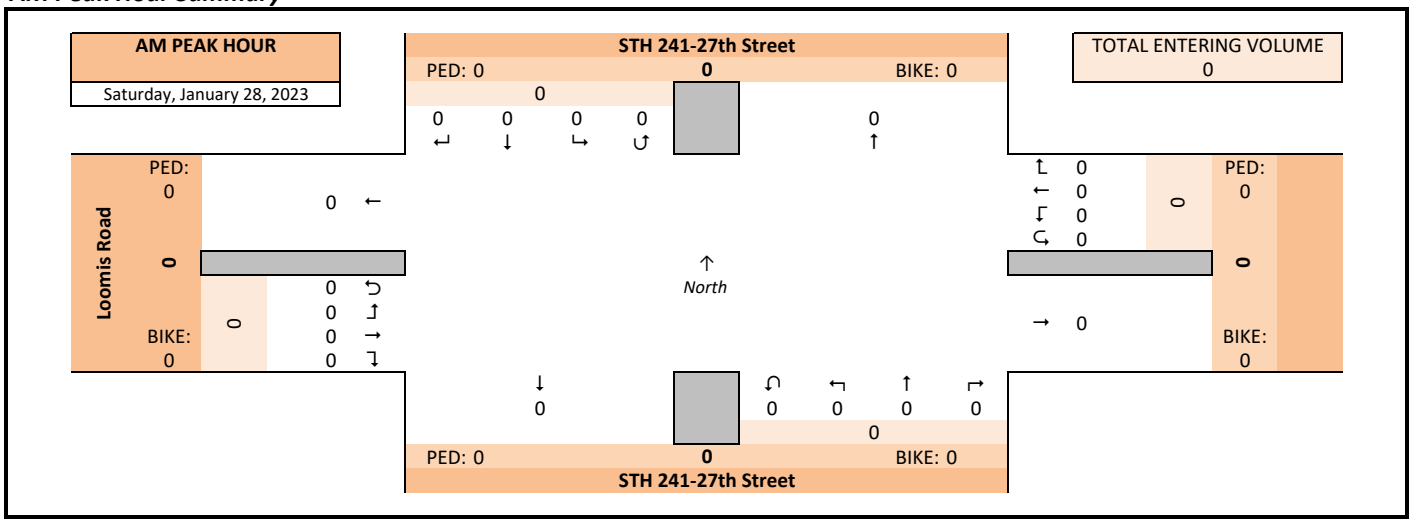
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

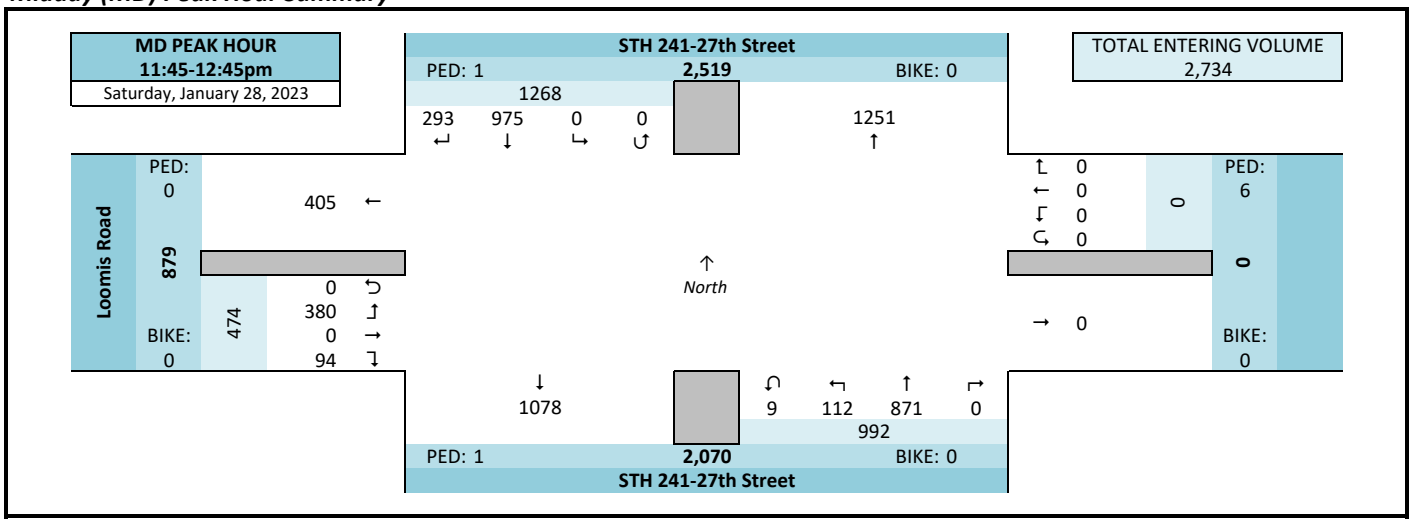
STH 241-27th Street & Loomis Road

All Motor Vehicles

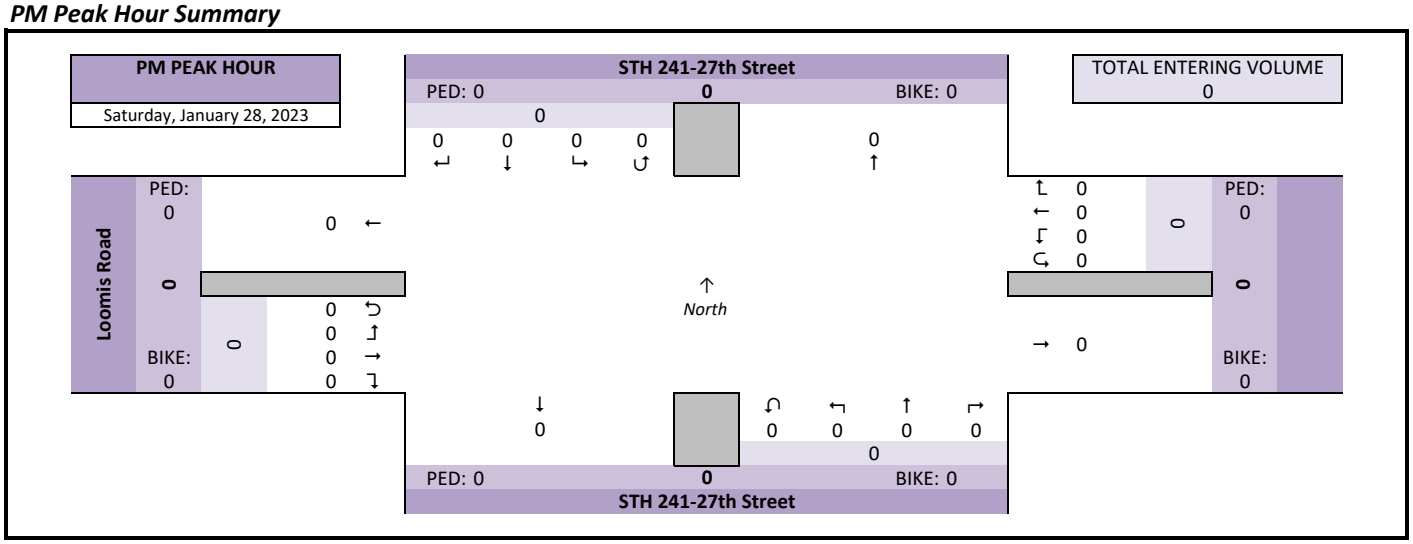
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 241-27th Street & Loomis Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023	From North					From East					From South					From West					
AM Peak Hour	**AM Peak Hour**	**STH 241-27th Street**									**STH 241-27th Street**					**Loomis Road**					
	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

Saturday, January 28, 2023	From North					From East					From South					From West					
Midday (MD) Peak Hour	**MD Peak Hour**	**STH 241-27th Street**									**STH 241-27th Street**					**Loomis Road**					
	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**
	11:45 AM	80	256	0	0	336	0	0	0	0	0	0	233	33	2	268	27	0	108	0	135	739
	12:00 PM	68	227	0	0	295	0	0	0	0	0	0	215	27	2	244	16	0	97	0	113	652
	12:15 PM	65	261	0	0	326	0	0	0	0	0	0	224	31	3	258	25	0	87	0	112	696
	12:30 PM	80	231	0	0	311	0	0	0	0	0	0	199	21	2	222	26	0	88	0	114	647
	Peak Hour Volume	293	975	0	0	1268	0	0	0	0	0	0	871	112	9	992	94	0	380	0	474	2734
	Rounded Hourly Volume	295	975	0	0	1270	0	0	0	0	0	0	870	110	10	990	95	0	380	0	475	2735
	% Single Unit Trucks	2.7	1.2	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.9	0.0	1.0	1.1	0.0	0.8	0.0	0.8	1.2
	% Heavy Trucks	0.3	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	1.1	0.0	0.0	0.0	0.2	0.1
	% Trucks (Total)	3.1	1.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.9	0.0	1.1	2.1	0.0	0.8	0.0	1.1	1.4
	Peak Hour Factor (PHF)	0.92	0.93	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.85	0.75	0.93	0.87	0.00	0.88	0.00	0.88	0.92

Saturday, January 28, 2023	From North					From East					From South					From West					
PM Peak Hour	**PM Peak Hour**	**STH 241-27th Street**									**STH 241-27th Street**					**Loomis Road**					
	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**
	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
	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

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
	STH 241-27th Street						**STH 241-27th Street**			**Loomis Road**			
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 11:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	3	0	3	1	0	1	0	0	0	4
12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
12:30 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
Total	1	0	1	6	0	6	1	0	1	0	0	0	8
PM 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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

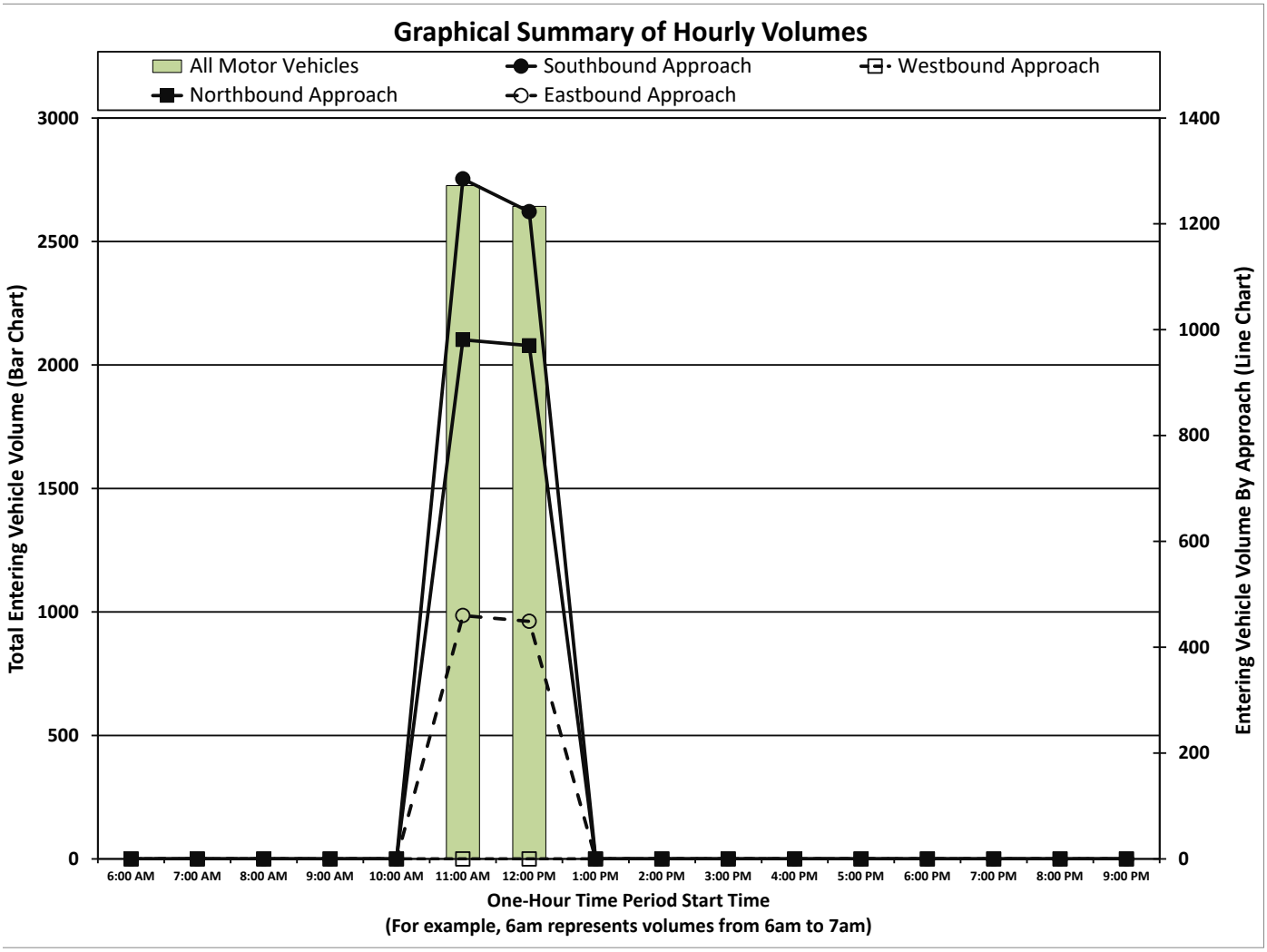
Hourly Volume Summary - Motor Vehicle Data

STH 241-27th Street & Loomis Road

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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			
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
AM	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
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
AM	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
MD	11:00 AM	341	944	0	0	1285	0	0	0	0	0	0	849	125	7	981	89	0	370	1	460	2726	460	2266
MD	12:00 PM	301	922	0	0	1223	0	0	0	0	0	0	862	99	9	970	88	0	361	0	449	2642	449	2193
MD	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
PM	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
PM	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
PM	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
PM	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
PM	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
PM	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
PM	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
Totals		642	1866	0	0	2508	0	0	0	0	0	0	1711	224	16	1951	177	0	731	1	909	5368	909	4459



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 241-27th Street & Loomis Road

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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
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	102	224	0	0	326	0	0	0	0	0	0	213	33	2	248	20	0	94	0	114	688	2726	0.92
	11:15 AM	85	221	0	0	306	0	0	0	0	0	0	204	33	1	238	24	0	79	1	104	648	2690	0.91
	11:30 AM	74	243	0	0	317	0	0	0	0	0	0	199	26	2	227	18	0	89	0	107	651	2738	0.93
	11:45 AM	80	256	0	0	336	0	0	0	0	0	0	233	33	2	268	27	0	108	0	135	739	2734	0.92
	12:00 PM	68	227	0	0	295	0	0	0	0	0	0	215	27	2	244	16	0	97	0	113	652	2642	0.95
	12:15 PM	65	261	0	0	326	0	0	0	0	0	0	224	31	3	258	25	0	87	0	112	696		
	12:30 PM	80	231	0	0	311	0	0	0	0	0	0	199	21	2	222	26	0	88	0	114	647		
	12:45 PM	88	203	0	0	291	0	0	0	0	0	0	224	20	2	246	21	0	89	0	110	647		
	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		
	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		
Totals		642	1866	0	0	2508	0	0	0	0	0	0	1711	224	16	1951	177	0	731	1	909	5368		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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	11:45 AM	293	975	0	0	1268	0	0	0	0	0	0	871	112	9	992	94	0	380	0	474	2734	0.92
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 241-27th Street & Loomis Road

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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
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	98	223	0	0	321	0	0	0	0	0	0	212	33	2	247	20	0	94	0	114	682	2690
	11:15 AM	84	216	0	0	300	0	0	0	0	0	0	202	33	1	236	24	0	78	1	103	639	2655
	11:30 AM	73	240	0	0	313	0	0	0	0	0	0	197	25	2	224	18	0	89	0	107	644	2702
	11:45 AM	77	250	0	0	327	0	0	0	0	0	0	229	32	2	263	27	0	108	0	135	725	2696
	12:00 PM	67	226	0	0	293	0	0	0	0	0	0	213	27	2	242	15	0	97	0	112	647	2613
	12:15 PM	63	257	0	0	320	0	0	0	0	0	0	222	31	3	256	24	0	86	0	110	686	
	12:30 PM	77	229	0	0	306	0	0	0	0	0	0	197	21	2	220	26	0	86	0	112	638	
	12:45 PM	88	202	0	0	290	0	0	0	0	0	0	220	20	2	242	21	0	89	0	110	642	
	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	
	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	
Totals		627	1843	0	0	2470	0	0	0	0	0	0	1692	222	16	1930	175	0	727	1	903	5303	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	11:45 AM	284	962	0	0	1246	0	0	0	0	0	0	861	111	9	981	92	0	377	0	469	2696
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

STH 241-27th Street & Loomis Road

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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
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	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	35
	11:15 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	9	33
	11:30 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	32
	11:45 AM	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	14	34
	12:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	25
	12:15 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	8	
	12:30 PM	3	2	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8	
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
	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	
	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	
Totals		14	22	0	0	36	0	0	0	0	0	0	18	1	0	19	1	0	4	0	5	60	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	11:45 AM	8	12	0	0	20	0	0	0	0	0	0	9	1	0	10	1	0	3	0	4	34
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 241-27th Street & Loomis Road

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road						
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
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	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4
	12:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	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	
	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	
Totals		1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5	

Peak Hour Semi-Truck Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		STH 241-27th Street										STH 241-27th Street					Loomis Road					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	11:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 241-27th Street & Loomis Road

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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
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	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	36
	11:15 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	9	35
	11:30 AM	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7	36
	11:45 AM	3	6	0	0	9	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	14	38
	12:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	29
	12:15 PM	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	10	
	12:30 PM	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	9	
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
	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	
	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	
Totals		15	23	0	0	38	0	0	0	0	0	0	19	2	0	21	2	0	4	0	6	65	

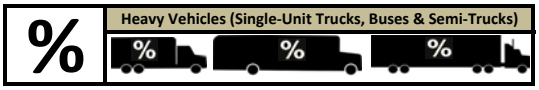
Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	11:45 AM	9	13	0	0	22	0	0	0	0	0	0	10	1	0	11	2	0	3	0	5	38
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



STH 241-27th Street & Loomis Road

15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					Vehicle	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
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	3.9	0.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.9	1.3
	11:15 AM	1.2	2.3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	1.3	0.0	1.0	1.4	1.3
	11:30 AM	1.4	1.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.8	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	1.3
	11:45 AM	3.8	2.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	3.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.9	1.4
	12:00 PM	1.5	0.4	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	6.3	0.0	0.0	0.0	0.9	0.8	1.1
	12:15 PM	3.1	1.5	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	4.0	0.0	1.1	0.0	1.8	1.4	
	12:30 PM	3.8	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	2.3	0.0	1.8	1.4	
	12:45 PM	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.8	
	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	0.0	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	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	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	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	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	
Totals		2.3	1.2	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.9	0.0	1.1	1.1	0.0	0.5	0.0	0.7	1.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy	
	Time Period	STH 241-27th Street										STH 241-27th Street					Loomis Road					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	11:45 AM	3.1	1.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.9	0.0	1.1	2.1	0.0	0.8	0.0	1.1	1.4	
PM	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	

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 241-27th Street & Loomis Road

Pedestrians and Bicyclists

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
		STH 241-27th Street						STH 241-27th Street			Loomis Road				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	2	0	2	0	0	0	0	0	0	0	0	0	2	4
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	7
	11:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	8
	12:00 PM	0	0	0	3	0	3	1	0	1	0	0	0	4	11
	12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	12:30 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	
	12:45 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	
	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	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	
	3:30 PM	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	
	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	
Totals		3	0	3	9	0	9	1	0	1	2	0	2	15	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 241-27th Street & Loomis Road

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach STH 241-27th Street			Crossing East Approach			Crossing South Approach STH 241-27th Street			Crossing West Approach Loomis Road			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	2
	10:30 AM	0		0	0		0	0		0	0		0	0	2
	10:45 AM	0		0	0		0	0		0	0		0	0	3
	11:00 AM	2		2	0		0	0		0	0		0	2	4
	11:15 AM	0		0	0		0	0		0	0		0	0	6
	11:30 AM	0		0	1		1	0		0	0		0	1	7
	11:45 AM	0		0	1		1	0		0	0		0	1	8
	12:00 PM	0		0	3		3	1		1	0		0	4	11
	12:15 PM	0		0	1		1	0		0	0		0	1	7
	12:30 PM	1		1	1		1	0		0	0		0	2	6
	12:45 PM	0		0	2		2	0		0	2		2	4	4
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**3**	**0**	**3**	**9**	**0**	**9**	**1**	**0**	**1**	**2**	**0**	**2**	**15**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 241-27th Street & Loomis Road

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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 (↓) STH 241-27th Street					From East (←)					From South (↑) STH 241-27th Street					From West (→) Loomis Road					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts at Existing Chick-fil-A Site
South 76th Street

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **76th Street Location**
Minor St: **North CFA DW**
Intersection of: ***76th Street Location & North CFA DW***

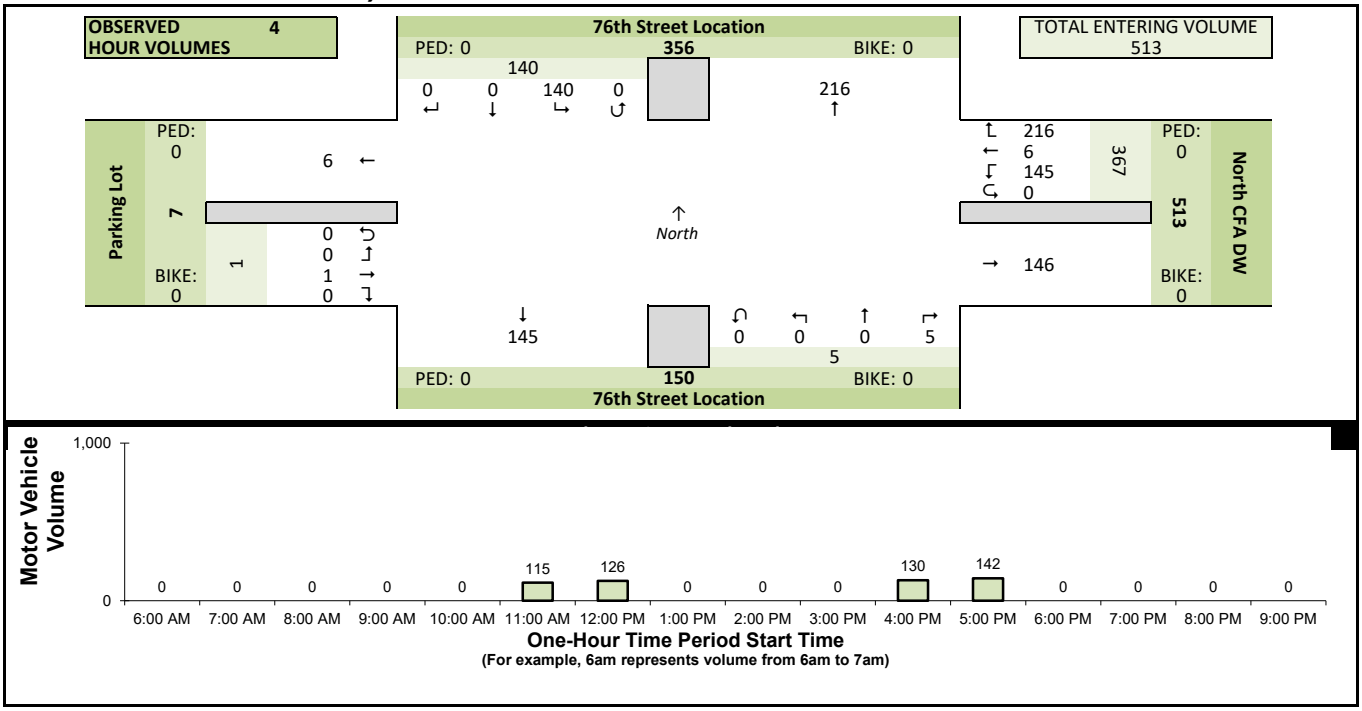
Site Information

Municipality	Village of Greendale		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	76th Street Location		
East Leg	North CFA DW		
South Leg	76th Street Location		
West Leg	Parking Lot		
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:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Wednesday, January 25, 2023			Weather	
AM Peak Period	Friday, January 27, 2023			Clear & Dry	
Midday Peak Period	Friday, January 27, 2023			Clear & Dry	
PM Peak Period	Wednesday, January 25, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:15-12:15am	PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.121		Count Expansion Factor		3.559
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Jane Fait			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

Intersection Traffic Volume Report

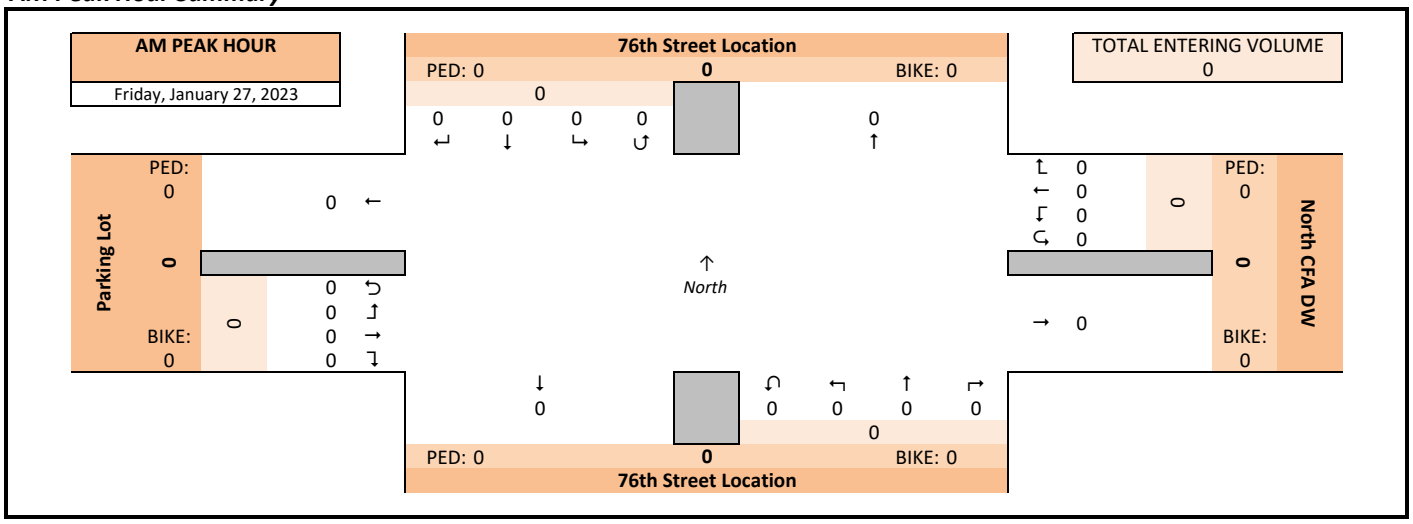
Count Basics			Page 2 of 13
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

76th Street Location & North CFA DW

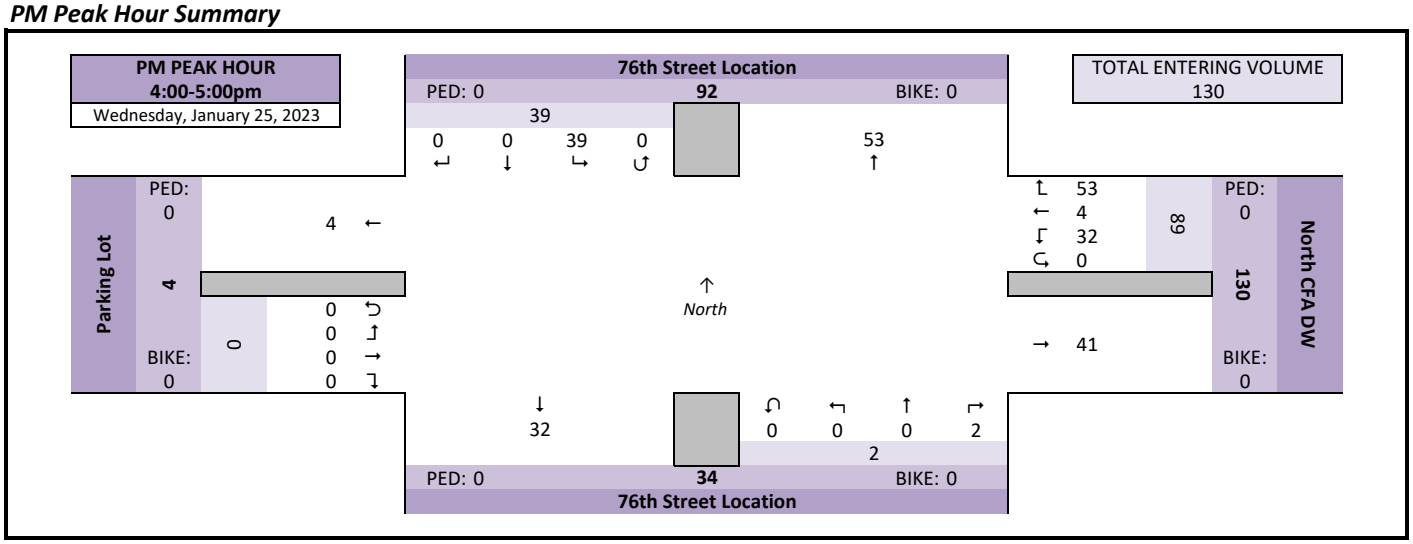
All Motor Vehicles

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:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

76th Street Location & North CFA DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, January 27, 2023		From North					From East					From South					From West					
	AM Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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

Friday, January 27, 2023		From North					From East					From South					From West					
	MD Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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	7	0	7	23	0	12	0	35	0	0	0	0	0	0	0	0	0	0	42
	12:15 PM	0	0	8	0	8	13	0	11	0	24	1	0	0	0	1	0	0	0	0	0	33
	12:30 PM	0	0	6	0	6	9	0	9	0	18	1	0	0	0	1	0	0	0	0	0	25
	12:45 PM	0	0	7	0	7	13	0	6	0	19	0	0	0	0	0	0	0	0	0	0	26
	Peak Hour Volume	0	0	28	0	28	58	0	38	0	96	2	0	0	0	2	0	0	0	0	0	126
	Rounded Hourly Volume	0	0	30	0	30	60	0	40	0	100	0	0	0	0	0	0	0	0	0	0	130
	% 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	0.87	0.00	0.87	0.63	0.00	0.79	0.00	0.69	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75

Wednesday, January 25, 2023		From North					From East					From South					From West					
	PM Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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	4:00 PM	0	0	11	0	11	15	0	7	0	22	0	0	0	0	0	0	0	0	0	0	33
	4:15 PM	0	0	8	0	8	12	1	9	0	22	1	0	0	0	1	0	0	0	0	0	31
	4:30 PM	0	0	9	0	9	13	1	5	0	19	1	0	0	0	1	0	0	0	0	0	29
	4:45 PM	0	0	11	0	11	13	2	11	0	26	0	0	0	0	0	0	0	0	0	0	37
	Peak Hour Volume	0	0	39	0	39	53	4	32	0	89	2	0	0	0	2	0	0	0	0	0	130
	Rounded Hourly Volume	0	0	40	0	40	55	5	30	0	90	0	0	0	0	0	0	0	0	0	0	130
	% 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	0.89	0.00	0.89	0.88	0.50	0.73	0.00	0.86	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.88

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
		76th Street Location			North CFA DW			76th Street Location			Parking Lot			
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

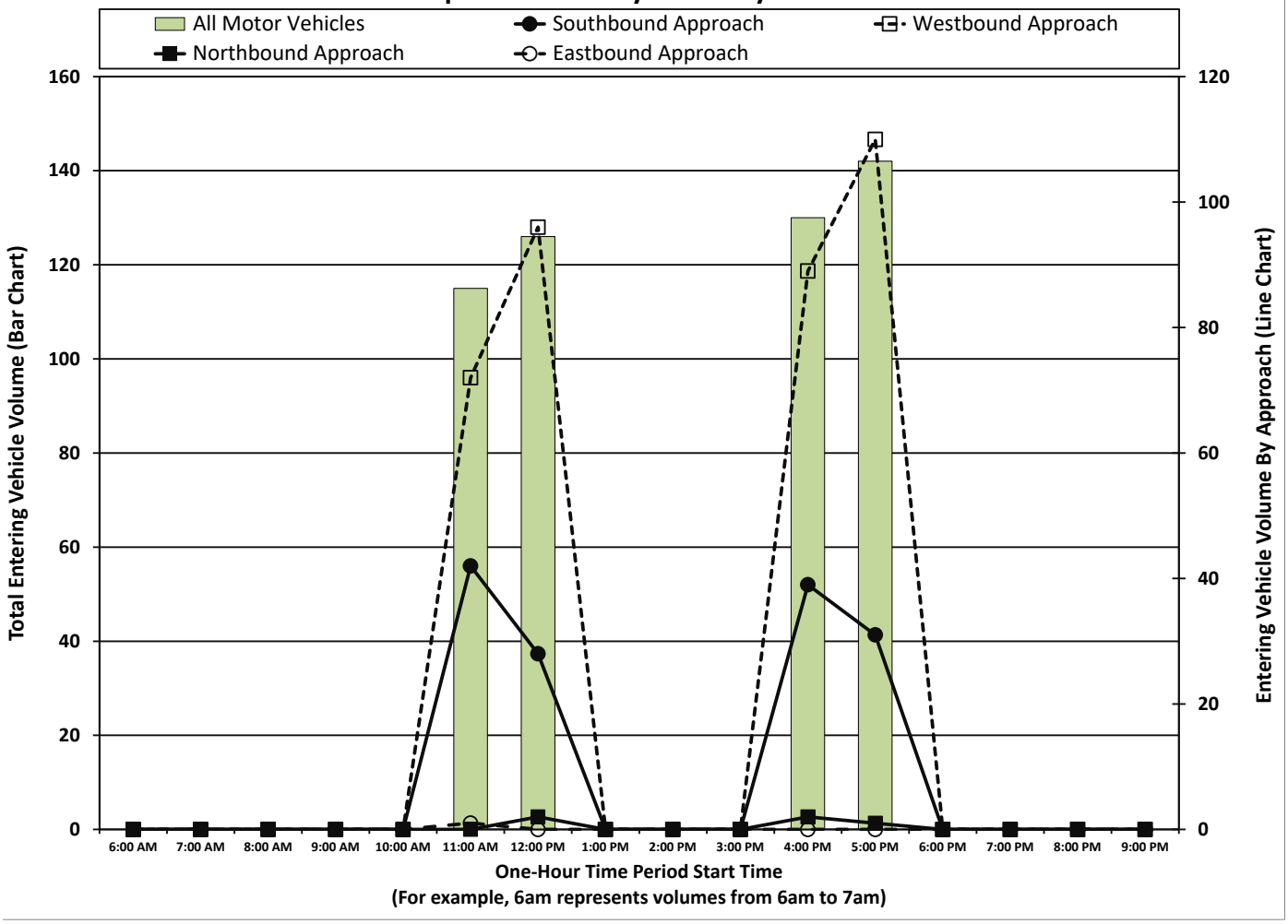
76th Street Location & North CFA DW

All Motor Vehicles

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	42	0	42	41	0	31	0	72	0	0	0	0	0	0	1	0	0	1	115	73	42
	12:00 PM	0	0	28	0	28	58	0	38	0	96	2	0	0	0	2	0	0	0	0	0	126	96	30
	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	39	0	39	53	4	32	0	89	2	0	0	0	2	0	0	0	0	0	130	89	41
	5:00 PM	0	0	31	0	31	64	2	44	0	110	1	0	0	0	1	0	0	0	0	0	142	110	32
	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
Totals		0	0	140	0	140	216	6	145	0	367	5	0	0	0	5	0	1	0	0	1	513	368	145

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

76th Street Location & North CFA DW

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	8	0	8	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	17	115	0.85
	11:15 AM	0	0	11	0	11	13	0	9	0	22	0	0	0	0	0	0	0	0	0	0	33	140	0.83
	11:30 AM	0	0	9	0	9	13	0	8	0	21	0	0	0	0	0	0	1	0	0	1	31	140	0.83
	11:45 AM	0	0	14	0	14	11	0	9	0	20	0	0	0	0	0	0	0	0	0	0	34	134	0.80
	12:00 PM	0	0	7	0	7	23	0	12	0	35	0	0	0	0	0	0	0	0	0	0	42	126	0.75
	12:15 PM	0	0	8	0	8	13	0	11	0	24	1	0	0	0	1	0	0	0	0	0	33		
	12:30 PM	0	0	6	0	6	9	0	9	0	18	1	0	0	0	1	0	0	0	0	0	25		
	12:45 PM	0	0	7	0	7	13	0	6	0	19	0	0	0	0	0	0	0	0	0	0	26		
	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		
	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	11	0	11	15	0	7	0	22	0	0	0	0	0	0	0	0	0	0	33	130	0.88
	4:15 PM	0	0	8	0	8	12	1	9	0	22	1	0	0	0	1	0	0	0	0	0	31	135	0.89
	4:30 PM	0	0	9	0	9	13	1	5	0	19	1	0	0	0	1	0	0	0	0	0	29	143	0.92
	4:45 PM	0	0	11	0	11	13	2	11	0	26	0	0	0	0	0	0	0	0	0	0	37	154	0.96
	5:00 PM	0	0	10	0	10	18	0	10	0	28	0	0	0	0	0	0	0	0	0	0	38	142	0.89
	5:15 PM	0	0	9	0	9	13	1	15	0	29	1	0	0	0	1	0	0	0	0	0	39		
	5:30 PM	0	0	9	0	9	19	0	12	0	31	0	0	0	0	0	0	0	0	0	0	40		
	5:45 PM	0	0	3	0	3	14	1	7	0	22	0	0	0	0	0	0	0	0	0	0	25		
	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		
Totals		0	0	140	0	140	216	6	145	0	367	5	0	0	0	5	0	1	0	0	1	513		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	28	0	28	58	0	38	0	96	2	0	0	0	2	0	0	0	0	0	126	0.75
PM	4:00 PM	0	0	39	0	39	53	4	32	0	89	2	0	0	0	2	0	0	0	0	0	130	0.88

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

76th Street Location & North CFA DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	8	0	8	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	17	115
	11:15 AM	0	0	11	0	11	13	0	9	0	22	0	0	0	0	0	0	0	0	0	0	33	140
	11:30 AM	0	0	9	0	9	13	0	8	0	21	0	0	0	0	0	0	1	0	0	1	31	140
	11:45 AM	0	0	14	0	14	11	0	9	0	20	0	0	0	0	0	0	0	0	0	0	34	134
	12:00 PM	0	0	7	0	7	23	0	12	0	35	0	0	0	0	0	0	0	0	0	0	42	126
	12:15 PM	0	0	8	0	8	13	0	11	0	24	1	0	0	0	1	0	0	0	0	0	33	
	12:30 PM	0	0	6	0	6	9	0	9	0	18	1	0	0	0	1	0	0	0	0	0	25	
	12:45 PM	0	0	7	0	7	13	0	6	0	19	0	0	0	0	0	0	0	0	0	0	26	
	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	
	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	11	0	11	15	0	7	0	22	0	0	0	0	0	0	0	0	0	0	33	130
	4:15 PM	0	0	8	0	8	12	1	9	0	22	1	0	0	0	1	0	0	0	0	0	31	135
	4:30 PM	0	0	9	0	9	13	1	5	0	19	1	0	0	0	1	0	0	0	0	0	29	143
	4:45 PM	0	0	11	0	11	13	2	11	0	26	0	0	0	0	0	0	0	0	0	0	37	154
	5:00 PM	0	0	10	0	10	18	0	10	0	28	0	0	0	0	0	0	0	0	0	0	38	142
	5:15 PM	0	0	9	0	9	13	1	15	0	29	1	0	0	0	1	0	0	0	0	0	39	
	5:30 PM	0	0	9	0	9	19	0	12	0	31	0	0	0	0	0	0	0	0	0	0	40	
	5:45 PM	0	0	3	0	3	14	1	7	0	22	0	0	0	0	0	0	0	0	0	0	25	
	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	
Totals		0	0	140	0	140	216	6	145	0	367	5	0	0	0	5	0	1	0	0	1	513	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	28	0	28	58	0	38	0	96	2	0	0	0	2	0	0	0	0	0	126
PM	4:00 PM	0	0	39	0	39	53	4	32	0	89	2	0	0	0	2	0	0	0	0	0	130

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

76th Street Location & North CFA DW

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	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
	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
	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
	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
	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	
	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	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Hourly Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	4:00 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 8 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

76th Street Location & North CFA DW

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	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
	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
	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
	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
	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	
	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	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	
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 Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	4:00 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:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

76th Street Location & North CFA DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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		
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	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
	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
	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
	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
	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	
	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	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Heavy Vehicle Volume Summary

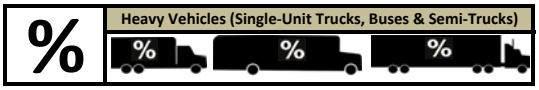
	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	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	4:00 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 10 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

76th Street Location & North CFA DW



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	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	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	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	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	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	0.0	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	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	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	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	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	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	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	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	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

76th Street Location & North CFA DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach 76th Street Location			Crossing East Approach North CFA DW			Crossing South Approach 76th Street Location			Crossing West Approach Parking Lot			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	0
	11:15 AM	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
	11:45 AM	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
	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	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	
	3:30 PM	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	
	4:00 PM	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
	4:30 PM	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
	5:00 PM	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

76th Street Location & North CFA DW

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach 76th Street Location			Crossing East Approach North CFA DW			Crossing South Approach 76th Street Location			Crossing West Approach Parking Lot			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	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

76th Street Location & North CFA DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	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
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	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
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	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 (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	4:00 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, January 28, 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: **76th Street**
Minor St: **North CFA DW**
Intersection of: ***76th Street & North CFA DW***

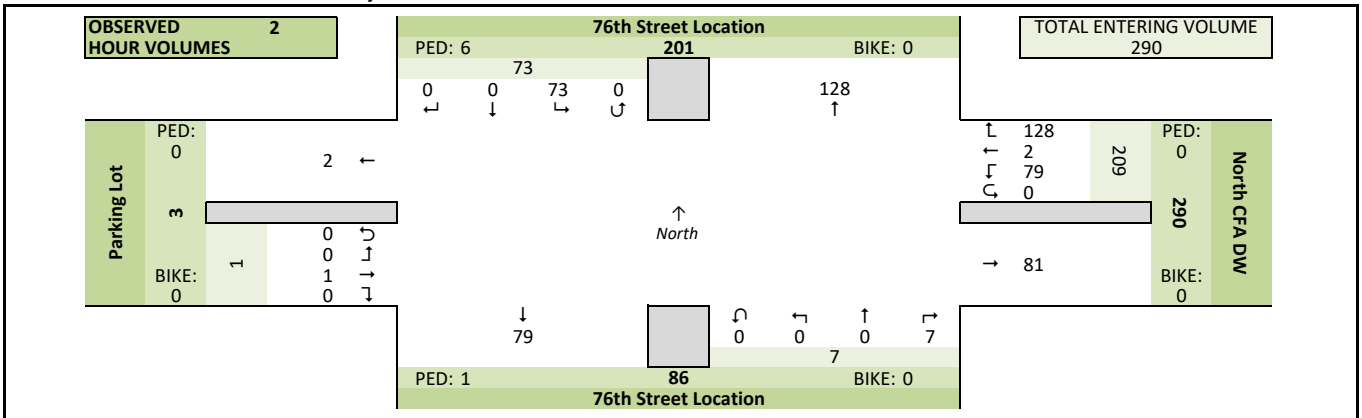
Site Information

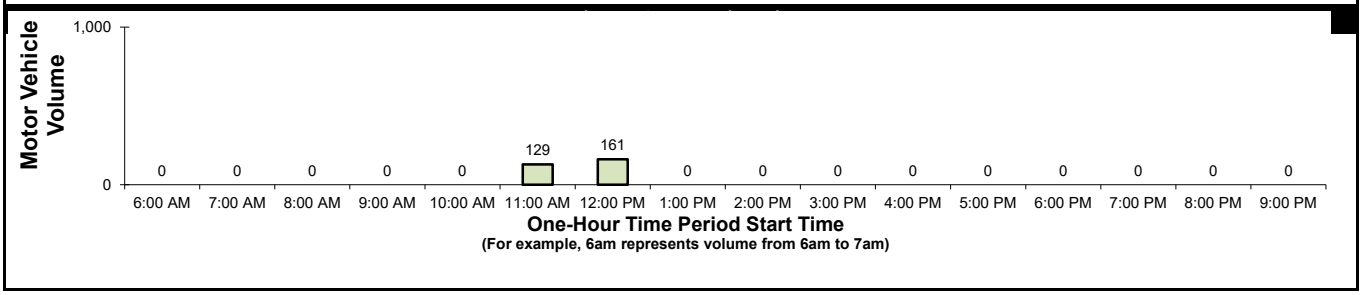
Municipality	Village of Greendale		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	76th Street Location		
East Leg	North CFA DW		
South Leg	76th Street Location		
West Leg	Parking Lot		
Special Considerations			
Schools	In Session		
Holidays	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

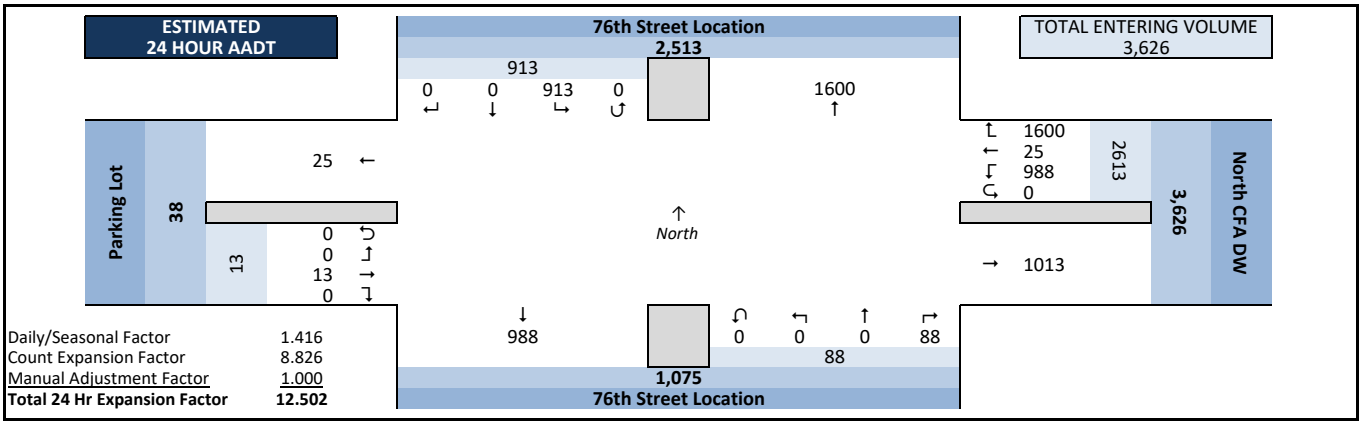
Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:30-12:30am	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	Jeff Schleif				
Observers: PM Peak Period	None				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

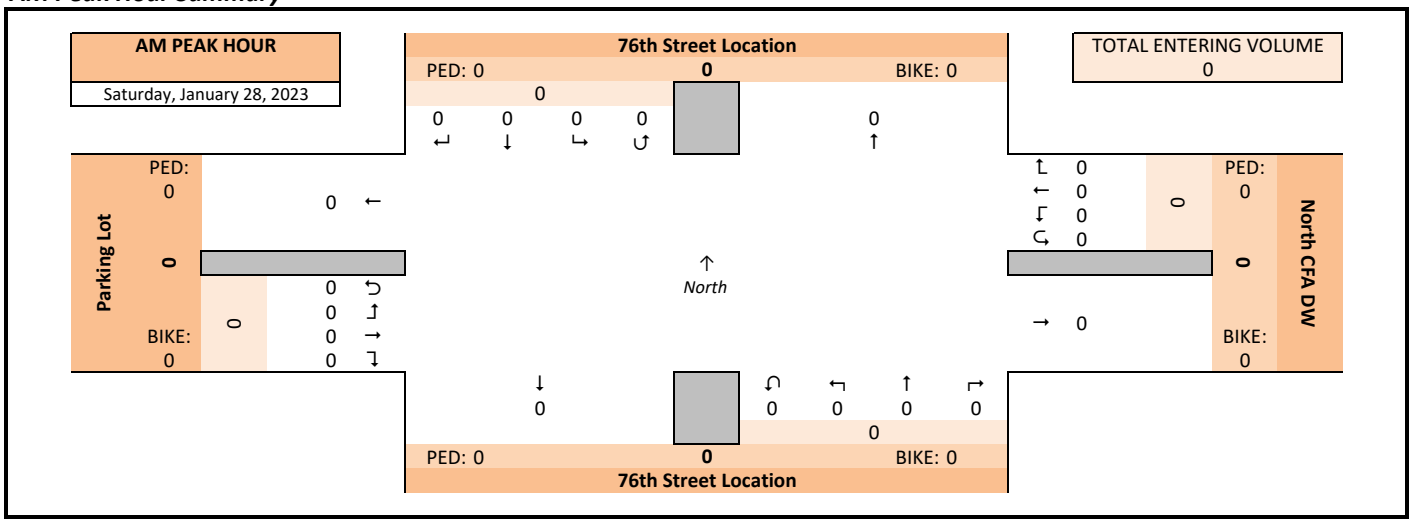
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

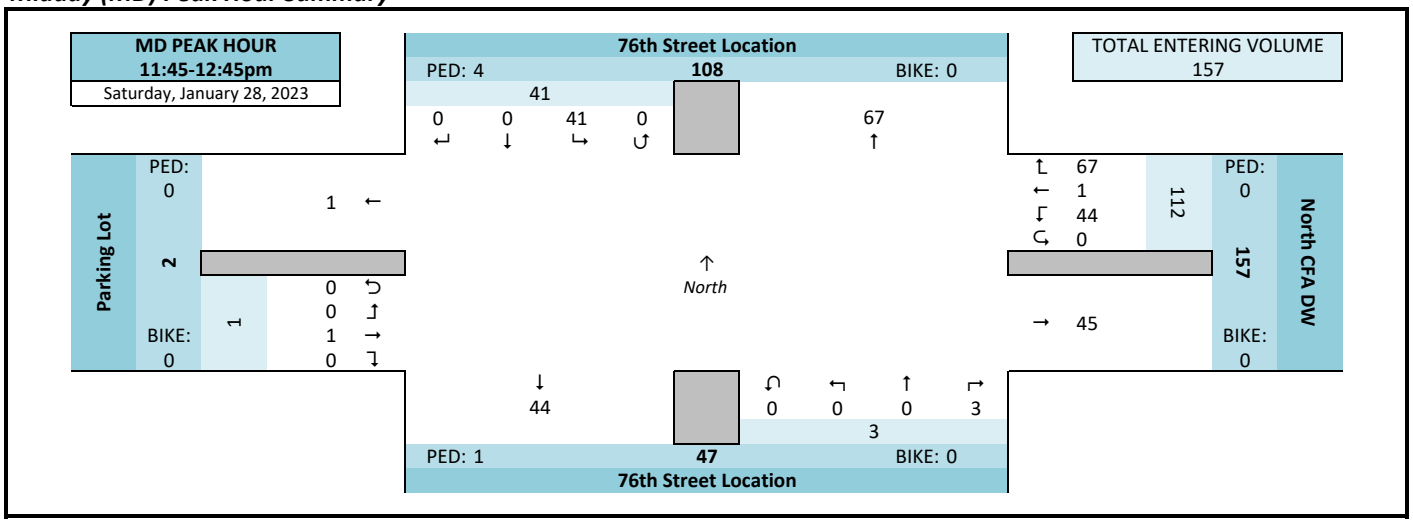
76th Street & North CFA DW

All Motor Vehicles

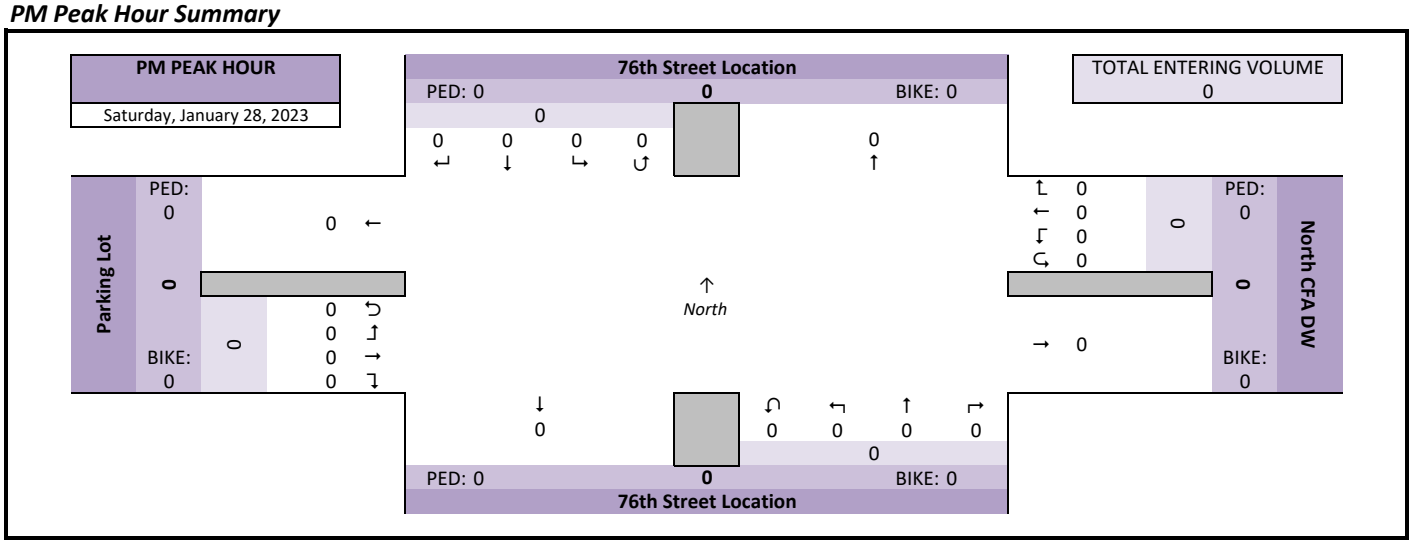
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

76th Street & North CFA DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023		From North					From East					From South					From West					
	AM Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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

Saturday, January 28, 2023		From North					From East					From South					From West					
	MD Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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	11:45 AM	0	0	9	0	9	20	0	7	0	27	0	0	0	0	0	0	0	0	0	0	36
	12:00 PM	0	0	13	0	13	16	0	18	0	34	0	0	0	0	0	0	0	0	0	0	47
	12:15 PM	0	0	7	0	7	20	1	12	0	33	2	0	0	0	2	0	1	0	0	1	43
	12:30 PM	0	0	12	0	12	11	0	7	0	18	1	0	0	0	1	0	0	0	0	0	31
	Peak Hour Volume	0	0	41	0	41	67	1	44	0	112	3	0	0	0	3	0	1	0	0	1	157
	Rounded Hourly Volume	0	0	40	0	40	65	0	45	0	110	5	0	0	0	5	0	0	0	0	0	155
	% 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	0.79	0.00	0.79	0.84	0.25	0.61	0.00	0.82	0.37	0.00	0.00	0.00	0.37	0.00	0.25	0.00	0.00	0.25	0.84

Saturday, January 28, 2023		From North					From East					From South					From West					
	PM Peak Hour	76th Street Location					North CFA DW					76th Street Location					Parking Lot					
	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	4:00 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
	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

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
		76th Street Location			North CFA DW			76th Street Location			Parking Lot			
	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	11:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
	12:00 PM	2	0	2	0	0	0	1	0	1	0	0	0	3
	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
	Total	4	0	4	0	0	0	1	0	1	0	0	0	5
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

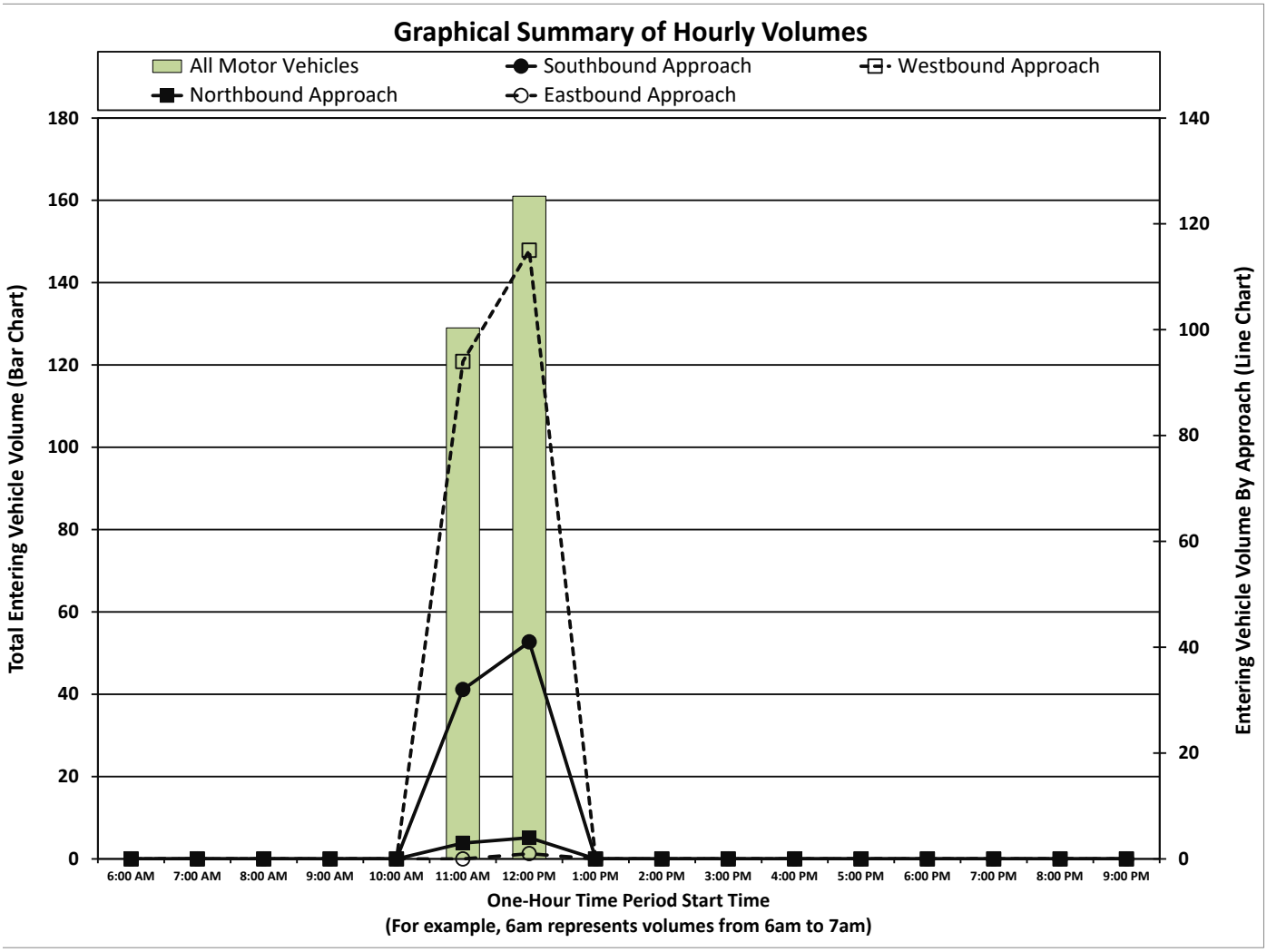
Hourly Volume Summary - Motor Vehicle Data

76th Street & North CFA DW

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	32	0	32	61	1	32	0	94	3	0	0	0	3	0	0	0	0	0	129	94	35
	12:00 PM	0	0	41	0	41	67	1	47	0	115	4	0	0	0	4	0	1	0	0	1	161	116	45
	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	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	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
Totals		0	0	73	0	73	128	2	79	0	209	7	0	0	0	7	0	1	0	0	1	290	210	80



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

76th Street & North CFA DW

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	5	0	5	8	1	9	0	18	0	0	0	0	0	0	0	0	0	0	23	129	0.90
	11:15 AM	0	0	10	0	10	12	0	10	0	22	3	0	0	0	3	0	0	0	0	0	35	153	0.81
	11:30 AM	0	0	8	0	8	21	0	6	0	27	0	0	0	0	0	0	0	0	0	0	35	161	0.86
	11:45 AM	0	0	9	0	9	20	0	7	0	27	0	0	0	0	0	0	0	0	0	0	36	157	0.84
	12:00 PM	0	0	13	0	13	16	0	18	0	34	0	0	0	0	0	0	0	0	0	0	47	161	0.86
	12:15 PM	0	0	7	0	7	20	1	12	0	33	2	0	0	0	2	0	1	0	0	1	43		
	12:30 PM	0	0	12	0	12	11	0	7	0	18	1	0	0	0	1	0	0	0	0	0	31		
	12:45 PM	0	0	9	0	9	20	0	10	0	30	1	0	0	0	1	0	0	0	0	0	40		
	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		
	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		
Totals		0	0	73	0	73	128	2	79	0	209	7	0	0	0	7	0	1	0	0	1	290		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	11:45 AM	0	0	41	0	41	67	1	44	0	112	3	0	0	0	3	0	1	0	0	1	157	0.84
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

76th Street & North CFA DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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
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	5	0	5	8	1	9	0	18	0	0	0	0	0	0	0	0	0	0	23	129
	11:15 AM	0	0	10	0	10	12	0	10	0	22	3	0	0	0	3	0	0	0	0	0	35	153
	11:30 AM	0	0	8	0	8	21	0	6	0	27	0	0	0	0	0	0	0	0	0	0	35	161
	11:45 AM	0	0	9	0	9	20	0	7	0	27	0	0	0	0	0	0	0	0	0	0	36	157
	12:00 PM	0	0	13	0	13	16	0	18	0	34	0	0	0	0	0	0	0	0	0	0	47	161
	12:15 PM	0	0	7	0	7	20	1	12	0	33	2	0	0	0	2	0	1	0	0	1	43	
	12:30 PM	0	0	12	0	12	11	0	7	0	18	1	0	0	0	1	0	0	0	0	0	31	
	12:45 PM	0	0	9	0	9	20	0	10	0	30	1	0	0	0	1	0	0	0	0	0	40	
	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	
	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	
Totals		0	0	73	0	73	128	2	79	0	209	7	0	0	0	7	0	1	0	0	1	290	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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	11:45 AM	0	0	41	0	41	67	1	44	0	112	3	0	0	0	3	0	1	0	0	1	157
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

76th Street & North CFA DW

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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
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	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
	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
	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
	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
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

76th Street & North CFA DW

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot						
	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
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	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
	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
	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
	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
	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	
	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	
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	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

76th Street & North CFA DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					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
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	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
	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
	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
	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
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Heavy Vehicle Volume Summary

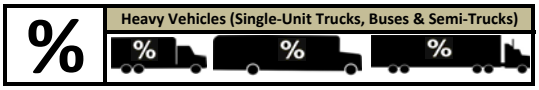
	Hourly	From North					From East					From South					From West					Total
	Time Period	76th Street Location					North CFA DW					76th Street Location					Parking Lot					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

76th Street & North CFA DW



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	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	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	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	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	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	0.0	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	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	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	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	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	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
PM	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

76th Street & North CFA DW

Pedestrians and Bicyclists

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
		76th Street Location			North CFA DW			76th Street Location			Parking Lot				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	4
	11:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	11:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	6
	11:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
	12:00 PM	2	0	2	0	0	0	1	0	1	0	0	0	3	3
	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	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	
	3:30 PM	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	
	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	
Totals		**6**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**7**	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

76th Street & North CFA DW

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
		76th Street Location			North CFA DW			76th Street Location			Parking Lot				
	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	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	1
	10:45 AM	0		0	0		0	0		0	0		0	0	2
	11:00 AM	0		0	0		0	0		0	0		0	0	4
	11:15 AM	1		1	0		0	0		0	0		0	1	7
	11:30 AM	1		1	0		0	0		0	0		0	1	6
	11:45 AM	2		2	0		0	0		0	0		0	2	5
	12:00 PM	2		2	0		0	1		1	0		0	3	3
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**6**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**7**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

76th Street & North CFA DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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
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	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
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	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
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	1:00 PM					0					0					0					0	0	0
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	1:30 PM					0					0					0					0	0	0
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PM Peak Period	2:00 PM					0					0					0					0	0	0
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	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
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	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 (↓) 76th Street Location					From East (←) North CFA DW					From South (↑) 76th Street Location					From West (→) Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **76th Street location**
Minor St: **South CFA DW**
Intersection of: ***76th Street location & South CFA DW***

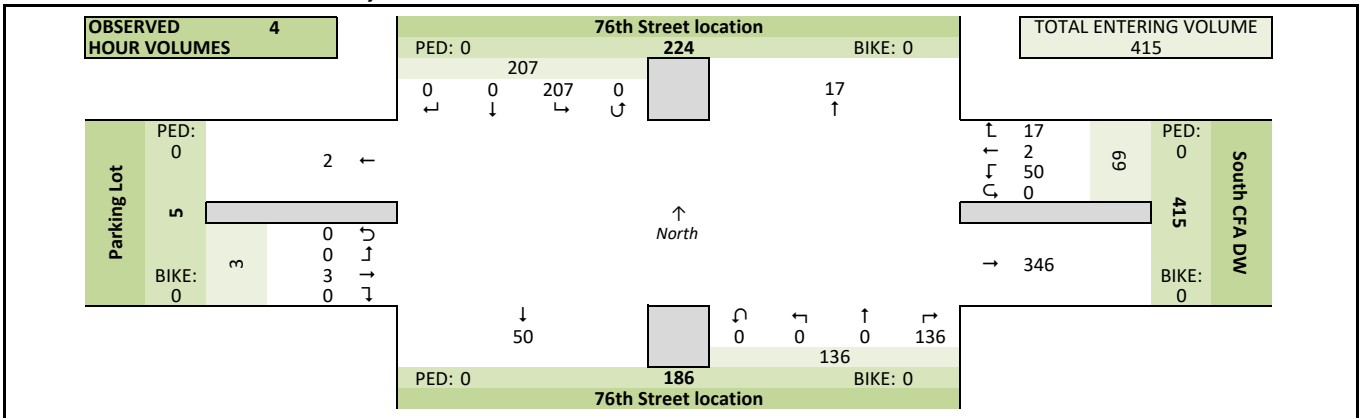
Site Information

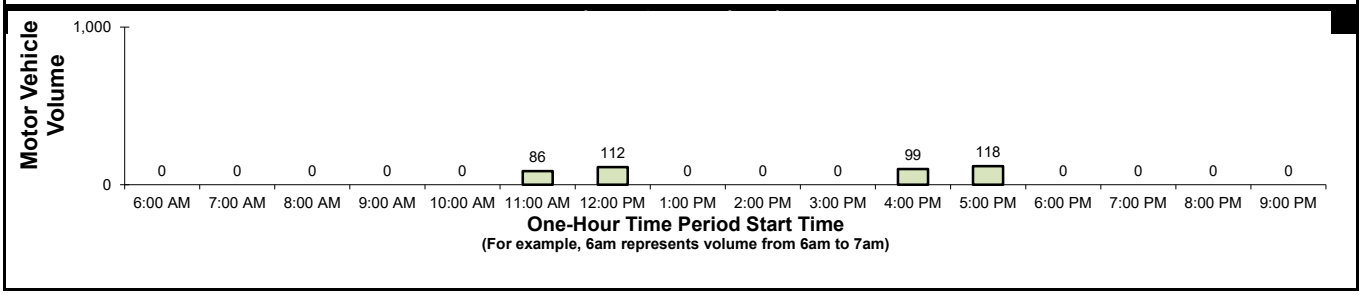
Municipality	Village of Greendale		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	76th Street location		
East Leg	South CFA DW		
South Leg	76th Street location		
West Leg	Parking Lot		
Special Considerations			
Schools	In Session		
Holidays	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:	11:00 AM-01:00 PM and 04:00 PM-06:00 PM				
1st Day of Count	Wednesday, January 25, 2023			Weather	
AM Peak Period	Friday, January 27, 2023			Clear & Dry	
Midday Peak Period	Friday, January 27, 2023			Clear & Dry	
PM Peak Period	Wednesday, January 25, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:30-12:30am	PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.121		Count Expansion Factor		3.559
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary





Estimated 24 Hour AADT

Intersection Traffic Volume Report

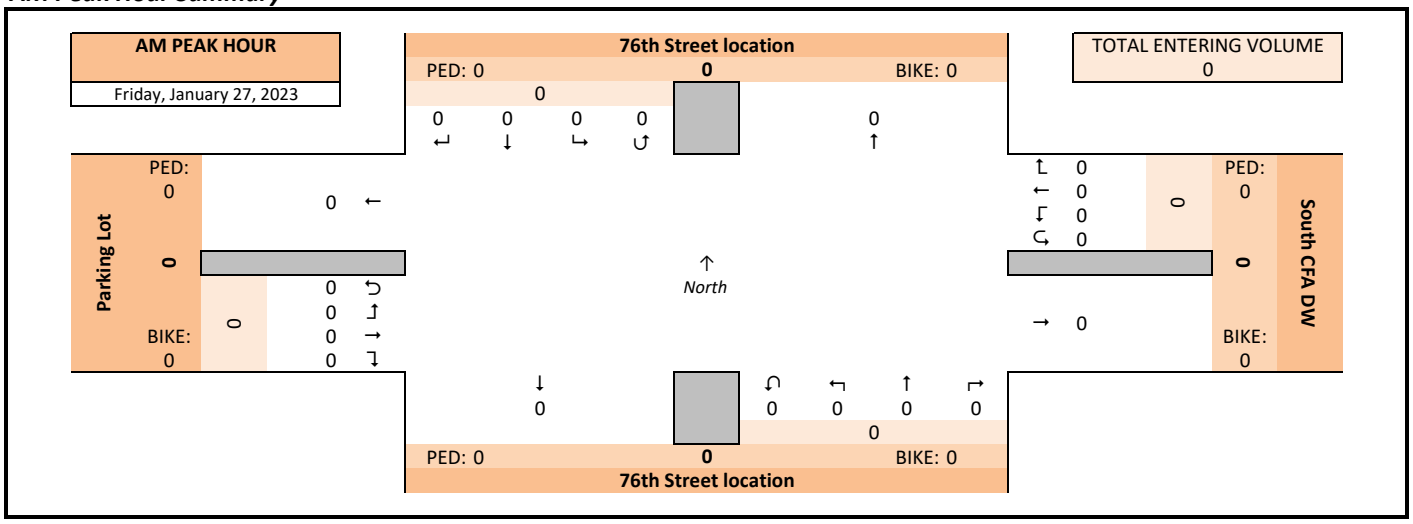
Count Basics			Page 2 of 13
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

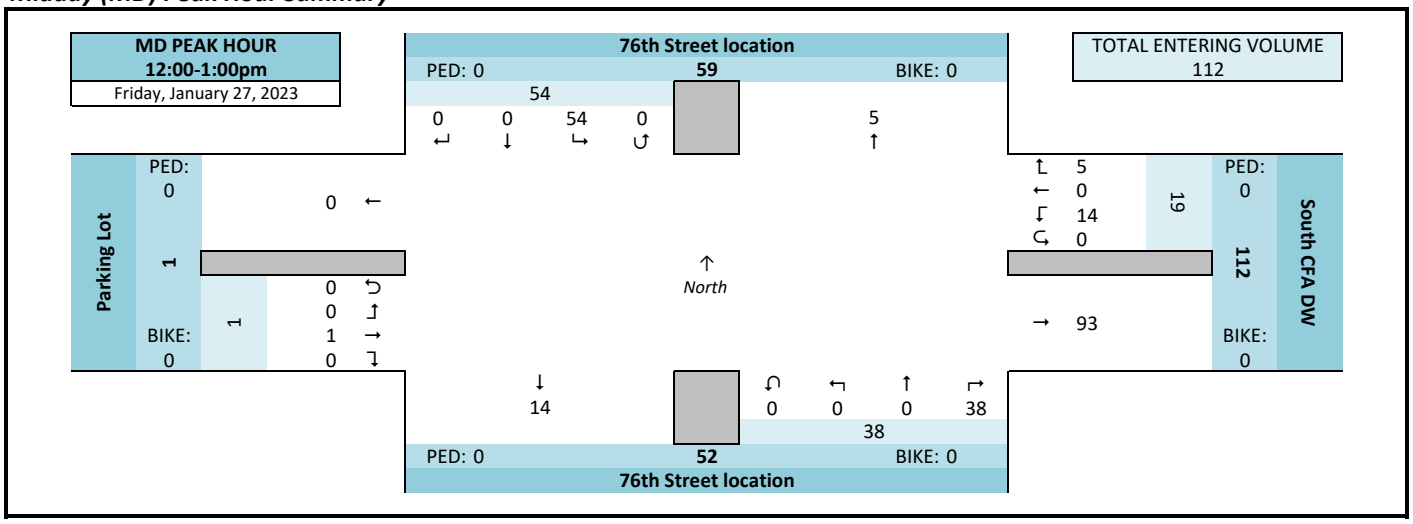
76th Street location & South CFA DW

All Motor Vehicles

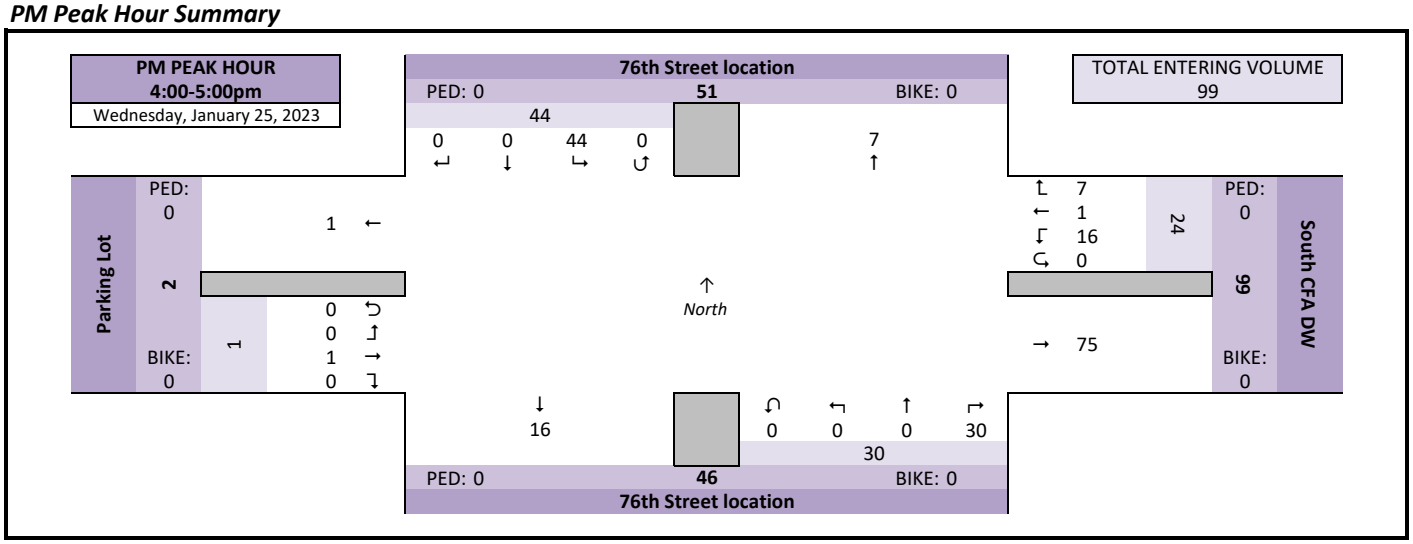
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

76th Street location & South CFA DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, January 27, 2023		From North					From East					From South					From West					
	AM Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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

Friday, January 27, 2023		From North					From East					From South					From West					
	MD Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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	14	0	14	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	26
	12:15 PM	0	0	12	0	12	3	0	7	0	10	13	0	0	0	13	0	0	0	0	0	35
	12:30 PM	0	0	14	0	14	2	0	2	0	4	3	0	0	0	3	0	1	0	0	1	22
	12:45 PM	0	0	14	0	14	0	0	5	0	5	10	0	0	0	10	0	0	0	0	0	29
	Peak Hour Volume	0	0	54	0	54	5	0	14	0	19	38	0	0	0	38	0	1	0	0	1	112
	Rounded Hourly Volume	0	0	55	0	55	5	0	15	0	20	40	0	0	0	40	0	0	0	0	0	115
	% 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	0.96	0.00	0.96	0.42	0.00	0.50	0.00	0.47	0.73	0.00	0.00	0.00	0.73	0.00	0.25	0.00	0.00	0.25	0.80

Wednesday, January 25, 2023		From North					From East					From South					From West					
	PM Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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	4:00 PM	0	0	14	0	14	0	1	4	0	5	7	0	0	0	7	0	0	0	0	0	26
	4:15 PM	0	0	11	0	11	1	0	4	0	5	6	0	0	0	6	0	0	0	0	0	22
	4:30 PM	0	0	7	0	7	4	0	3	0	7	8	0	0	0	8	0	1	0	0	1	23
	4:45 PM	0	0	12	0	12	2	0	5	0	7	9	0	0	0	9	0	0	0	0	0	28
	Peak Hour Volume	0	0	44	0	44	7	1	16	0	24	30	0	0	0	30	0	1	0	0	1	99
	Rounded Hourly Volume	0	0	45	0	45	5	0	15	0	20	30	0	0	0	30	0	0	0	0	0	95
	% 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	0.79	0.00	0.79	0.44	0.25	0.80	0.00	0.86	0.83	0.00	0.00	0.00	0.83	0.00	0.25	0.00	0.00	0.25	0.88

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
		76th Street location			South CFA DW			76th Street location			Parking Lot			
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

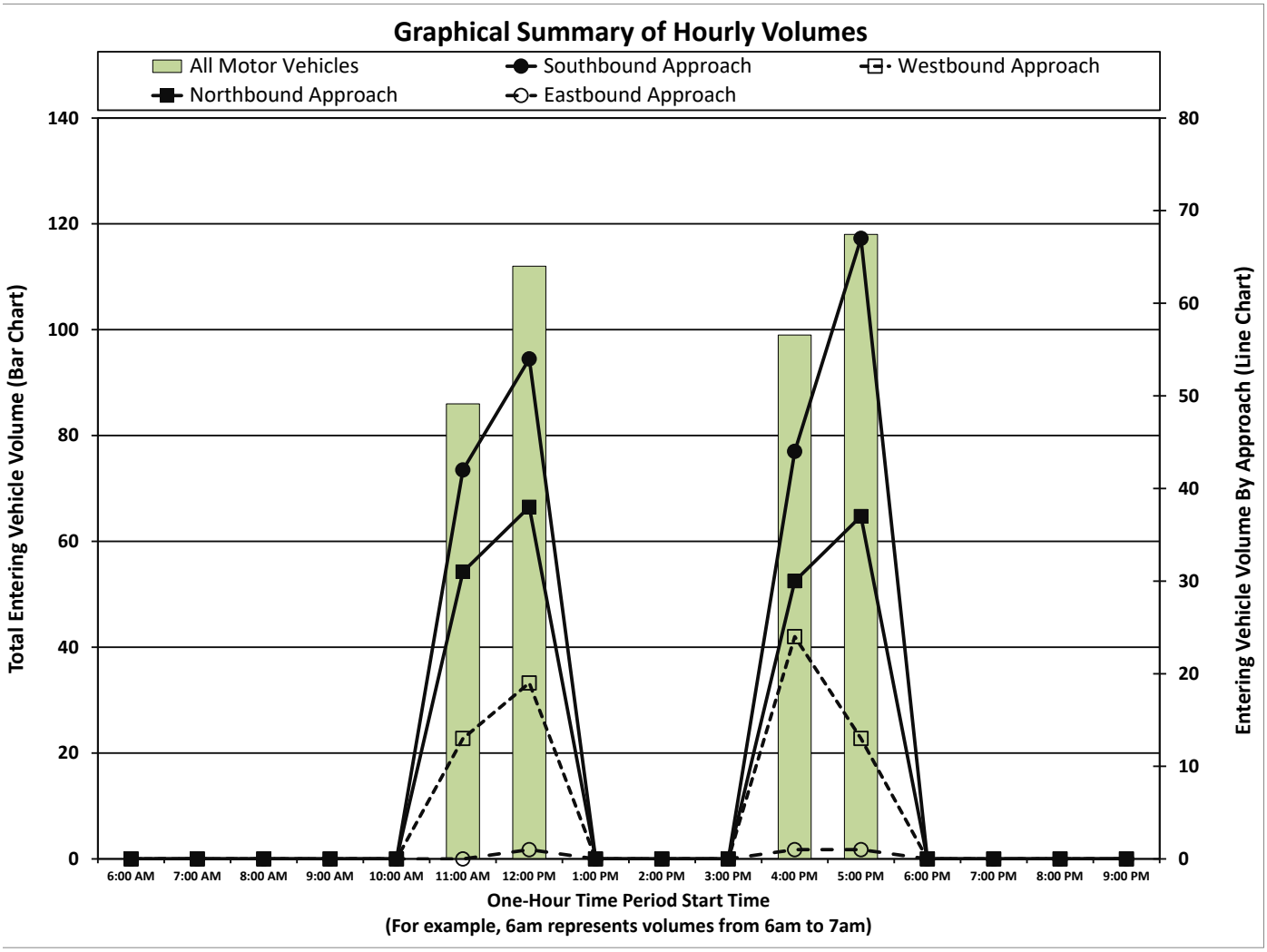
76th Street location & South CFA DW

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	42	0	42	2	0	11	0	13	31	0	0	0	31	0	0	0	0	0	86	13	73
	12:00 PM	0	0	54	0	54	5	0	14	0	19	38	0	0	0	38	0	1	0	0	1	112	20	92
	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	44	0	44	7	1	16	0	24	30	0	0	0	30	0	1	0	0	1	99	25	74
	5:00 PM	0	0	67	0	67	3	1	9	0	13	37	0	0	0	37	0	1	0	0	1	118	14	104
	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
Totals		0	0	207	0	207	17	2	50	0	69	136	0	0	0	136	0	3	0	0	3	415	72	343

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

76th Street location & South CFA DW

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	5	0	5	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	8	86	0.69
	11:15 AM	0	0	9	0	9	1	0	0	0	1	12	0	0	0	12	0	0	0	0	0	22	104	0.84
	11:30 AM	0	0	11	0	11	1	0	4	0	5	9	0	0	0	9	0	0	0	0	0	25	117	0.84
	11:45 AM	0	0	17	0	17	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	31	114	0.81
	12:00 PM	0	0	14	0	14	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	26	112	0.80
	12:15 PM	0	0	12	0	12	3	0	7	0	10	13	0	0	0	13	0	0	0	0	0	35		
	12:30 PM	0	0	14	0	14	2	0	2	0	4	3	0	0	0	3	0	1	0	0	1	22		
	12:45 PM	0	0	14	0	14	0	0	5	0	5	10	0	0	0	10	0	0	0	0	0	29		
	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		
	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	14	0	14	0	1	4	0	5	7	0	0	0	7	0	0	0	0	0	26	99	0.88
	4:15 PM	0	0	11	0	11	1	0	4	0	5	6	0	0	0	6	0	0	0	0	0	22	106	0.80
	4:30 PM	0	0	7	0	7	4	0	3	0	7	8	0	0	0	8	0	1	0	0	1	23	113	0.86
	4:45 PM	0	0	12	0	12	2	0	5	0	7	9	0	0	0	9	0	0	0	0	0	28	122	0.92
	5:00 PM	0	0	17	0	17	2	0	1	0	3	13	0	0	0	13	0	0	0	0	0	33	118	0.89
	5:15 PM	0	0	15	0	15	1	1	4	0	6	8	0	0	0	8	0	0	0	0	0	29		
	5:30 PM	0	0	19	0	19	0	0	1	0	1	11	0	0	0	11	0	1	0	0	1	32		
	5:45 PM	0	0	16	0	16	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	24		
	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		
Totals		0	0	207	0	207	17	2	50	0	69	136	0	0	0	136	0	3	0	0	3	415		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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	54	0	54	5	0	14	0	19	38	0	0	0	38	0	1	0	0	1	112	0.80
PM	4:00 PM	0	0	44	0	44	7	1	16	0	24	30	0	0	0	30	0	1	0	0	1	99	0.88

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

76th Street location & South CFA DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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		
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	5	0	5	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	8	86
	11:15 AM	0	0	9	0	9	1	0	0	0	1	12	0	0	0	12	0	0	0	0	0	22	104
	11:30 AM	0	0	11	0	11	1	0	4	0	5	9	0	0	0	9	0	0	0	0	0	25	117
	11:45 AM	0	0	17	0	17	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	31	114
	12:00 PM	0	0	14	0	14	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	26	112
	12:15 PM	0	0	12	0	12	3	0	7	0	10	13	0	0	0	13	0	0	0	0	0	35	
	12:30 PM	0	0	14	0	14	2	0	2	0	4	3	0	0	0	3	0	1	0	0	1	22	
	12:45 PM	0	0	14	0	14	0	0	5	0	5	10	0	0	0	10	0	0	0	0	0	29	
	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	
	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	14	0	14	0	1	4	0	5	7	0	0	0	7	0	0	0	0	0	26	99
	4:15 PM	0	0	11	0	11	1	0	4	0	5	6	0	0	0	6	0	0	0	0	0	22	106
	4:30 PM	0	0	7	0	7	4	0	3	0	7	8	0	0	0	8	0	1	0	0	1	23	113
	4:45 PM	0	0	12	0	12	2	0	5	0	7	9	0	0	0	9	0	0	0	0	0	28	122
	5:00 PM	0	0	17	0	17	2	0	1	0	3	13	0	0	0	13	0	0	0	0	0	33	118
	5:15 PM	0	0	15	0	15	1	1	4	0	6	8	0	0	0	8	0	0	0	0	0	29	
	5:30 PM	0	0	19	0	19	0	0	1	0	1	11	0	0	0	11	0	1	0	0	1	32	
	5:45 PM	0	0	16	0	16	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	24	
	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	
Totals		0	0	207	0	207	17	2	50	0	69	136	0	0	0	136	0	3	0	0	3	415	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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	54	0	54	5	0	14	0	19	38	0	0	0	38	0	1	0	0	1	112
PM	4:00 PM	0	0	44	0	44	7	1	16	0	24	30	0	0	0	30	0	1	0	0	1	99

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

76th Street location & South CFA DW

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	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
	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
	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
	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
	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	
	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	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Hourly Time Period		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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	4:00 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 8 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

76th Street location & South CFA DW

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		76th Street location					South CFA DW					76th Street location					Parking Lot					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		
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	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
	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
	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
	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
	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	
	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	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	
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		76th Street location					South CFA DW					76th Street location					Parking Lot					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	4:00 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:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

76th Street location & South CFA DW

15-Minute Heavy Vehicle Data

	15-Minute	↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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		
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	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
	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
	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
	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
	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	
	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	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Heavy Vehicle Volume Summary

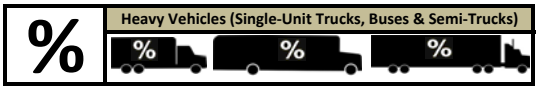
	Hourly	↓ From North					← From East					↑ From South					→ From West					Total
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	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	4:00 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 10 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

76th Street location & South CFA DW



15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total Heavy	Hourly Heavy
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					Vehicle	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
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	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	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	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	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	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	0.0	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	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	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	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	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	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	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	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	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

76th Street location & South CFA DW

Pedestrians and Bicyclists

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
		76th Street location			South CFA DW			76th Street location			Parking Lot				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	0
	11:15 AM	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
	11:45 AM	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
	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	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	
	3:30 PM	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	
	4:00 PM	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
	4:30 PM	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
	5:00 PM	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

76th Street location & South CFA DW

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
		76th Street location			South CFA DW			76th Street location			Parking Lot				
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	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	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Wednesday, January 25, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

76th Street location & South CFA DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	2:15 AM					0					0					0					0	0	0
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	2:45 AM					0					0					0					0	0	0
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	4:00 AM					0					0					0					0	0	0
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	4:45 AM					0					0					0					0	0	0
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	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
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PM Peak Period	2:00 PM					0					0					0					0	0	0
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	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 (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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	4:00 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, January 28, 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: **76th Street location**
Minor St: **South CFA DW**
Intersection of: ***76th Street location & South CFA DW***

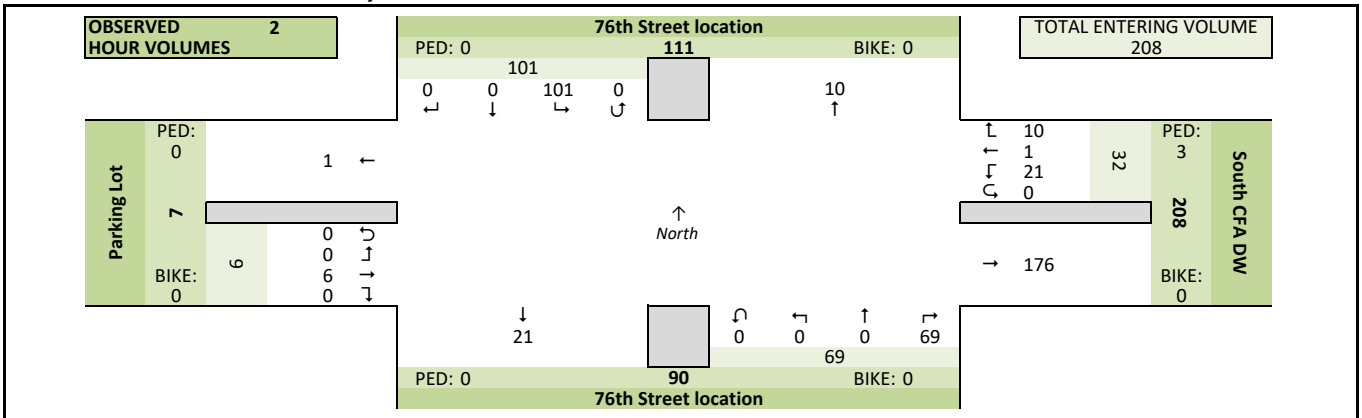
Site Information

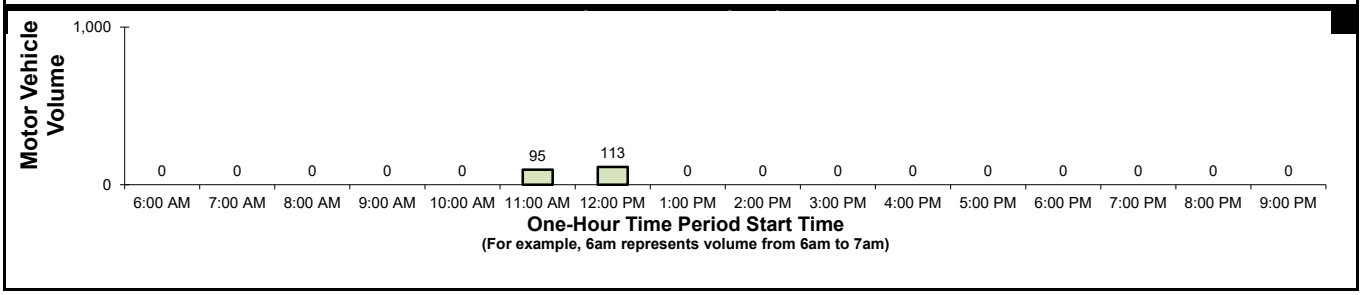
Municipality	Village of Greendale		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	76th Street location		
East Leg	South CFA DW		
South Leg	76th Street location		
West Leg	Parking Lot		
Special Considerations			
Schools	In Session		
Holidays	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

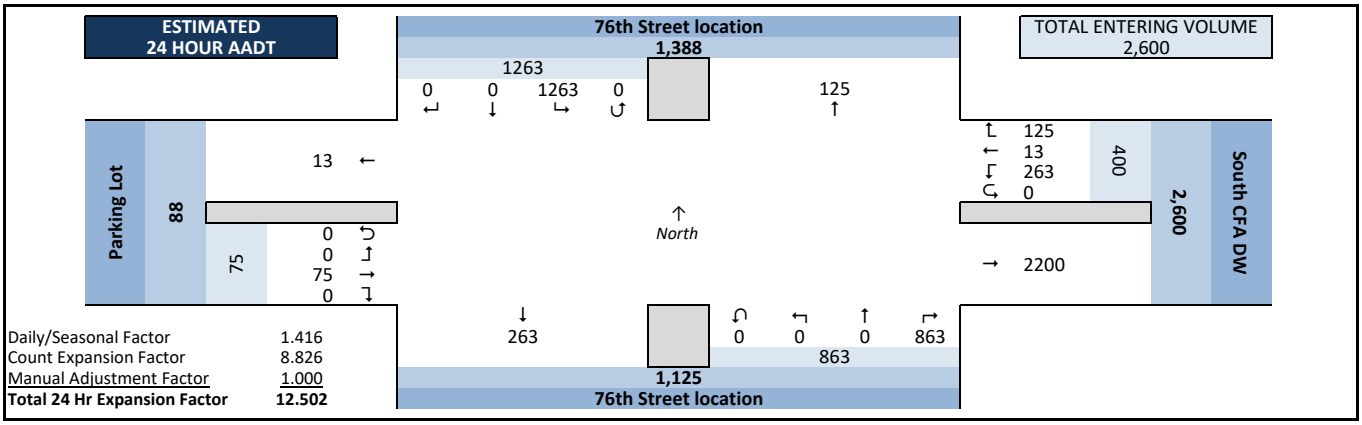
Hrs Counted:	11:00 AM-01:00 PM				
1st Day of Count	Saturday, January 28, 2023			Weather	
AM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Midday Peak Period	Saturday, January 28, 2023			Clear & Dry	
PM Peak Period	Saturday, January 28, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.416	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Dani Ruffalo			
	PM Peak Period	None			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 2 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

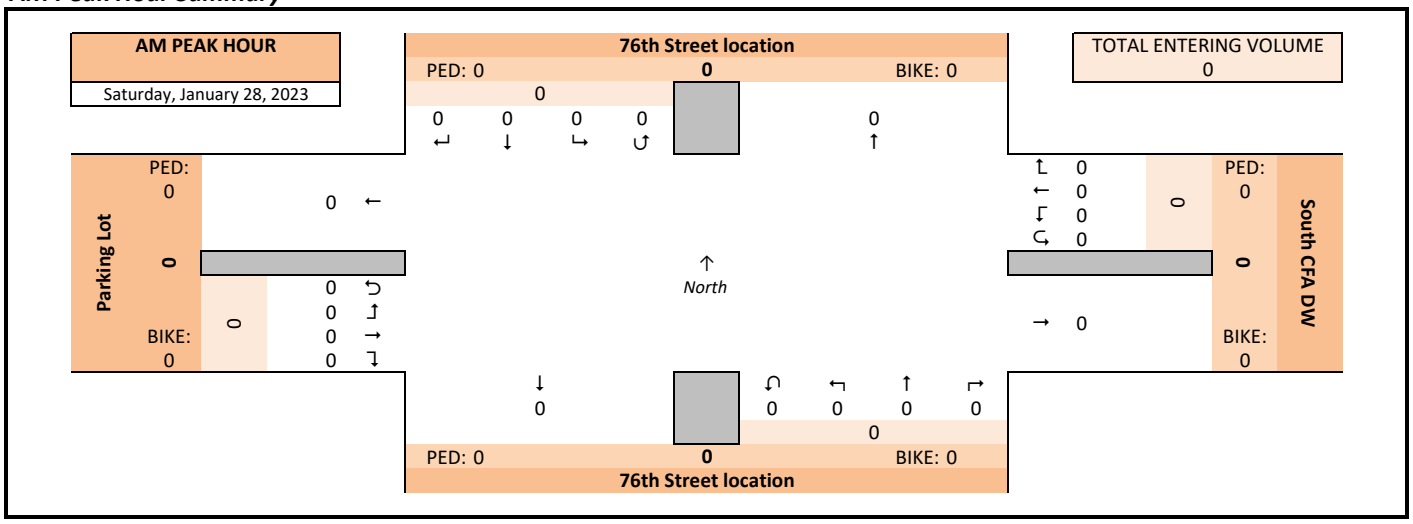
Count Basics			Page 2 of 13
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

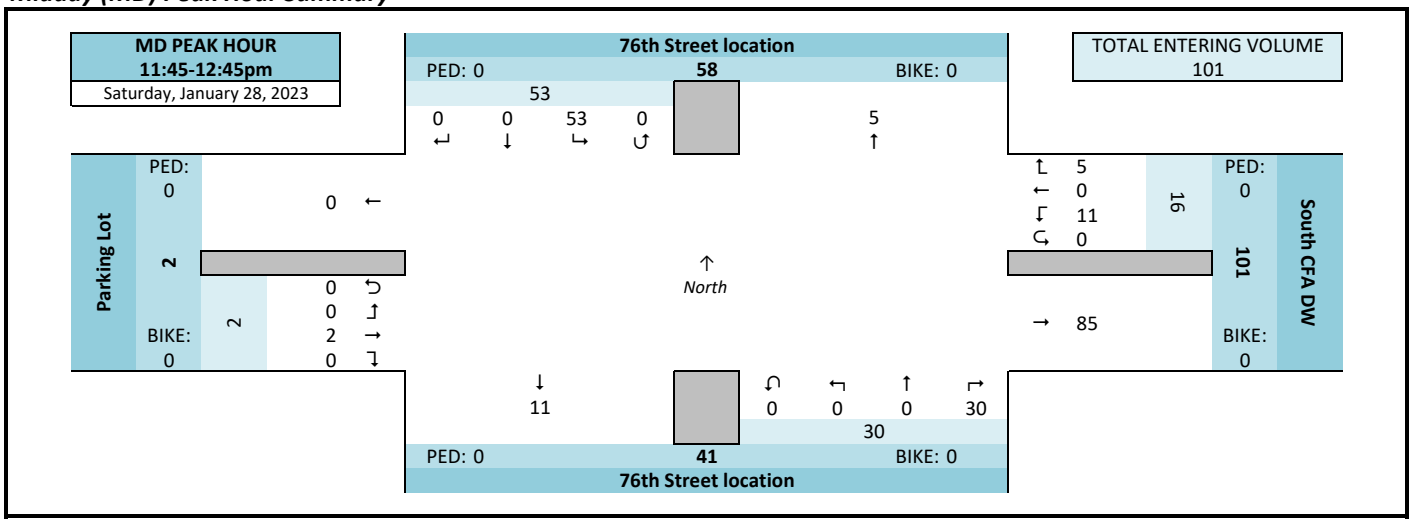
76th Street location & South CFA DW

All Motor Vehicles

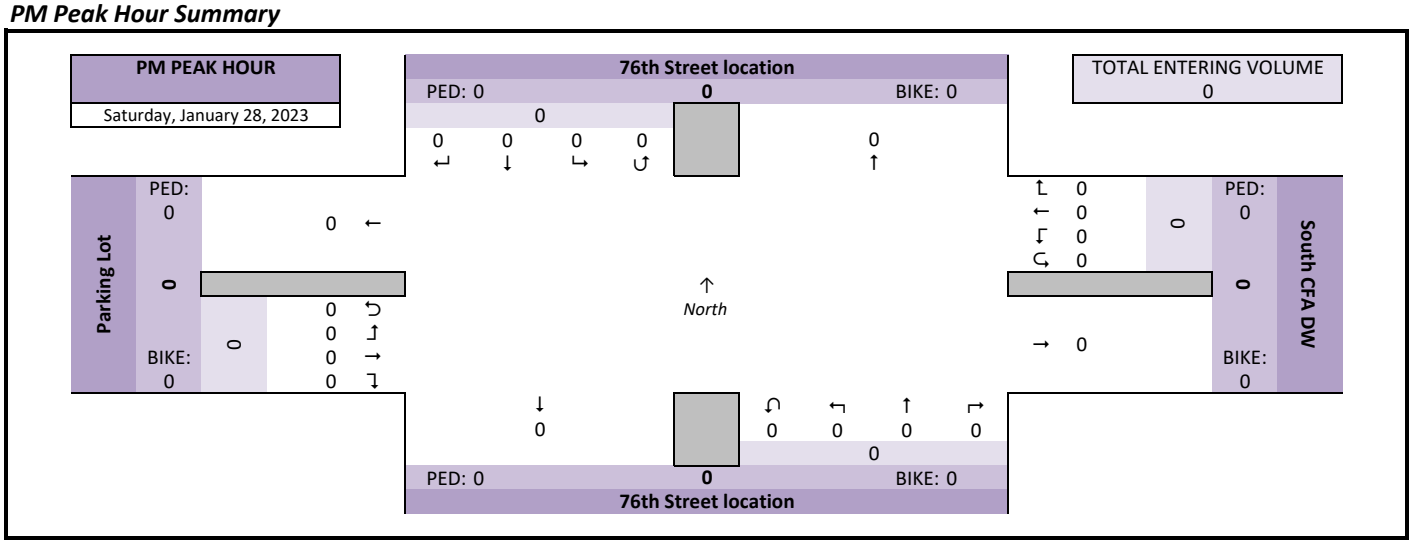
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Peak Hour Volume Summary

76th Street location & South CFA DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 28, 2023		From North					From East					From South					From West					
	AM Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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

Saturday, January 28, 2023		From North					From East					From South					From West					
	MD Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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	11:45 AM	0	0	12	0	12	3	0	1	0	4	9	0	0	0	9	0	0	0	0	0	25
	12:00 PM	0	0	19	0	19	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	25
	12:15 PM	0	0	14	0	14	0	0	5	0	5	12	0	0	0	12	0	1	0	0	1	32
	12:30 PM	0	0	8	0	8	1	0	5	0	6	4	0	0	0	4	0	1	0	0	1	19
	Peak Hour Volume	0	0	53	0	53	5	0	11	0	16	30	0	0	0	30	0	2	0	0	2	101
	Rounded Hourly Volume	0	0	55	0	55	5	0	10	0	15	30	0	0	0	30	0	0	0	0	0	100
	% 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	0.70	0.00	0.70	0.42	0.00	0.55	0.00	0.67	0.62	0.00	0.00	0.00	0.62	0.00	0.50	0.00	0.00	0.50	0.79

Saturday, January 28, 2023		From North					From East					From South					From West					
	PM Peak Hour	76th Street location					South CFA DW					76th Street location					Parking Lot					
	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	4:00 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
	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

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
		76th Street location			South CFA DW			76th Street location			Parking Lot			
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

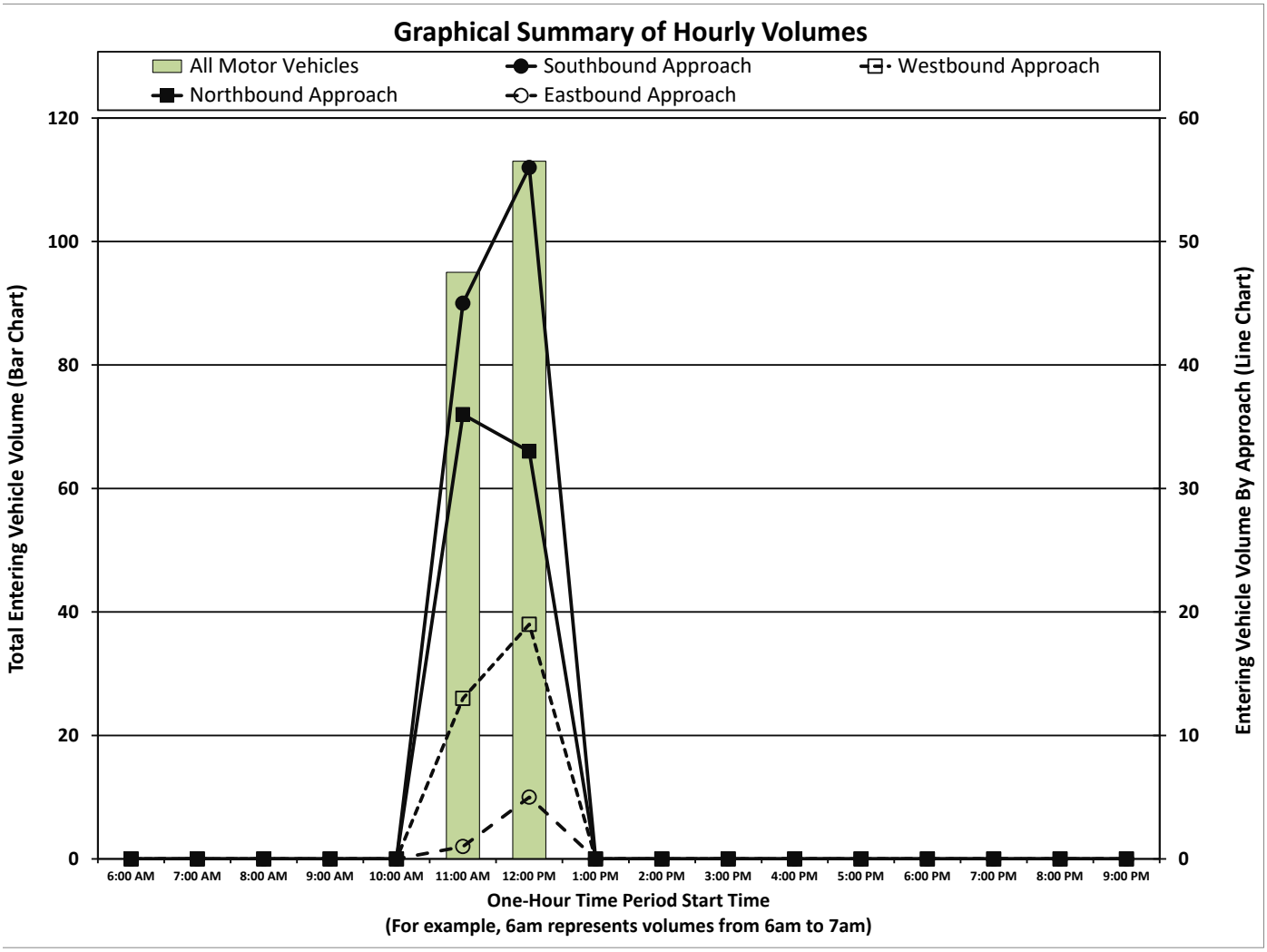
Hourly Volume Summary - Motor Vehicle Data

76th Street location & South CFA DW

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	45	0	45	6	1	6	0	13	36	0	0	0	36	0	1	0	0	1	95	14	81
	12:00 PM	0	0	56	0	56	4	0	15	0	19	33	0	0	0	33	0	5	0	0	5	113	24	89
	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	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	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
Totals		0	0	101	0	101	10	1	21	0	32	69	0	0	0	69	0	6	0	0	6	208	38	170



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

76th Street location & South CFA DW

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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
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	9	0	9	0	0	2	0	2	6	0	0	0	6	0	1	0	0	1	18	95	0.85
	11:15 AM	0	0	15	0	15	0	0	1	0	1	12	0	0	0	12	0	0	0	0	0	28	102	0.91
	11:30 AM	0	0	9	0	9	3	1	2	0	6	9	0	0	0	9	0	0	0	0	0	24	106	0.83
	11:45 AM	0	0	12	0	12	3	0	1	0	4	9	0	0	0	9	0	0	0	0	0	25	101	0.79
	12:00 PM	0	0	19	0	19	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	25	113	0.76
	12:15 PM	0	0	14	0	14	0	0	5	0	5	12	0	0	0	12	0	1	0	0	1	32		
	12:30 PM	0	0	8	0	8	1	0	5	0	6	4	0	0	0	4	0	1	0	0	1	19		
	12:45 PM	0	0	15	0	15	2	0	5	0	7	12	0	0	0	12	0	3	0	0	3	37		
	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		
	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		
Totals		0	0	101	0	101	10	1	21	0	32	69	0	0	0	69	0	6	0	0	6	208		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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	11:45 AM	0	0	53	0	53	5	0	11	0	16	30	0	0	0	30	0	2	0	0	2	101	0.79
PM	4:00 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 6 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Automobile Data

76th Street location & South CFA DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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
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	9	0	9	0	0	2	0	2	6	0	0	0	6	0	1	0	0	1	18	95
	11:15 AM	0	0	15	0	15	0	0	1	0	1	12	0	0	0	12	0	0	0	0	0	28	102
	11:30 AM	0	0	9	0	9	3	1	2	0	6	9	0	0	0	9	0	0	0	0	0	24	106
	11:45 AM	0	0	12	0	12	3	0	1	0	4	9	0	0	0	9	0	0	0	0	0	25	101
	12:00 PM	0	0	19	0	19	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	25	113
	12:15 PM	0	0	14	0	14	0	0	5	0	5	12	0	0	0	12	0	1	0	0	1	32	
	12:30 PM	0	0	8	0	8	1	0	5	0	6	4	0	0	0	4	0	1	0	0	1	19	
	12:45 PM	0	0	15	0	15	2	0	5	0	7	12	0	0	0	12	0	3	0	0	3	37	
	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	
	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	
Totals		0	0	101	0	101	10	1	21	0	32	69	0	0	0	69	0	6	0	0	6	208	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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	11:45 AM	0	0	53	0	53	5	0	11	0	16	30	0	0	0	30	0	2	0	0	2	101
PM	4:00 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 7 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

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

76th Street location & South CFA DW

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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
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	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
	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
	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
	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
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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 8 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

76th Street location & South CFA DW

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		76th Street location					South CFA DW					76th Street location					Parking Lot						
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
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	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
	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
	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
	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
	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	
	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	
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		76th Street location					South CFA DW					76th Street location					Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

76th Street location & South CFA DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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
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	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
	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
	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
	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
	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	
	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	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Heavy Vehicle Volume Summary

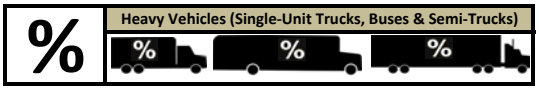
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 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 10 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

76th Street location & South CFA DW



15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total Heavy	Hourly Heavy
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					Vehicle	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
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	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	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	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	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	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	0.0	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	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	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	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	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	76th Street location					South CFA DW					76th Street location					Parking Lot					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	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
PM	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

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

76th Street location & South CFA DW

Pedestrians and Bicyclists

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
		76th Street location			South CFA DW			76th Street location			Parking Lot				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
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	3
	11:15 AM	0	0	0	3	0	3	0	0	0	0	0	0	3	3
	11:30 AM	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
	12:00 PM	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	
	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	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	
	3:30 PM	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	
	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	
Totals		**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

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 wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 12 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

76th Street location & South CFA DW

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
		76th Street location			South CFA DW			76th Street location			Parking Lot				
	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	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	3
	10:45 AM	0		0	0		0	0		0	0		0	0	3
	11:00 AM	0		0	0		0	0		0	0		0	0	3
	11:15 AM	0		0	3		3	0		0	0		0	3	3
	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	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	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		**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Saturday, January 28, 2023	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

76th Street location & South CFA DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period	Start Time	From North (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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 (↓) 76th Street location					From East (←) South CFA DW					From South (↑) 76th Street location					From West (→) Parking Lot					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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Brookfield Queue Counts

File Name: C:\Users\Inge\Counts\2296 Glendale\Original Counts\Brookfield Capitol Dr. Chick-Fil-A Ins-Outs, PM.ppd
Start Date: 1/8/2019
Start Time: 4:00:00 PM
Site Code: 00000000
Comment 1: Brookfield
Comment 2: Weekday PM
Comment 3: #5009
Comment 4: RA.

	CHICK A FILA DRIVES From North				BOOKFIELD EW DRIVE From East				CHICK A FILA DRIVES From South				BOOKFIELD EW DRIVE From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	23	0	0	0	0	0	0	0	1	0	30	0	0	0
04:15 PM	0	0	31	0	0	0	0	0	0	0	0	0	32	0	0	0
04:30 PM	0	0	28	0	0	0	0	0	0	0	0	0	39	0	0	0
04:45 PM	0	0	31	0	0	0	0	0	0	0	0	0	37	0	0	0
05:00 PM	0	0	35	0	0	0	0	0	0	1	0	0	48	0	0	0
05:15 PM	0	0	45	0	0	0	0	0	0	0	1	0	43	0	0	0
05:30 PM	0	0	40	0	0	0	0	0	4	0	0	0	50	0	0	0
05:45 PM	0	0	46	0	0	0	0	0	1	2	1	0	53	0	0	0
	4	3	2	1	8	7	6	5	12	11	10	9	16	15	14	13
		OUT							ignore	IN	OUT		IN			

Start Time	IN	OUT
04:00 PM	30	24
04:15 PM	32	31
04:30 PM	39	28
04:45 PM	37	31
05:00 PM	49	35
05:15 PM	43	46
05:30 PM	50	40
05:45 PM	55	47

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Capitol Dr. Chick-Fil-A Ins-Outs, Sat.ppd
Start Date: 1/5/2019
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Brookflied Capitol Dr
Comment 2: Saturday Midday
Comment 3: #4919
Comment 4: WP.

	OUT From North				CHICK FIL A CAPITOL DR From East				IN From South				CHICK FIL A CAPITOL DR From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	24	0	0	0	0	0	0	0	29	0	0	0	0	0	0
11:15 AM	0	34	0	0	0	0	0	0	0	42	0	0	0	0	0	0
11:30 AM	0	29	0	0	0	0	0	0	0	48	0	0	0	0	0	0
11:45 AM	0	57	0	0	0	0	0	0	0	47	0	0	0	0	0	0
12:00 PM	0	58	0	0	0	0	0	0	0	71	0	0	0	0	0	0
12:15 PM	0	58	0	0	0	0	0	0	0	69	0	0	0	0	0	0
12:30 PM	0	67	0	0	0	0	0	0	0	64	0	0	0	0	0	0
12:45 PM	0	71	0	0	0	0	0	0	0	78	0	0	0	0	0	0

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Square Chick-Fil-A Ins-Outs, PM.ppd
Start Date: 1/9/2019
Start Time: 4:00:00 PM
Site Code: 00000000
Comment 1: Brookfield Square
Comment 2: Weekday PM
Comment 3: #4755
Comment 4: TA.

	CHICK FIL A BKFLD SQ From North				IN From East				CHICK FIL A BKFLD SQ From South				OUT From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	21	0	0
04:15 PM	0	0	0	0	0	15	0	0	0	0	0	0	0	17	0	0
04:30 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	22	0	0
04:45 PM	0	0	0	0	0	26	0	0	0	0	0	0	0	20	0	0
05:00 PM	0	0	0	0	0	27	0	0	0	0	0	0	0	25	0	0
05:15 PM	0	0	0	0	0	29	0	0	0	0	0	0	0	28	0	0
05:30 PM	0	0	0	0	0	33	0	0	0	0	0	0	0	28	0	0
05:45 PM	0	0	0	0	0	38	0	0	0	0	0	0	0	31	0	0

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Square Chick-Fil-A Ins-Outs, Sat.ppd
Start Date: 1/5/2019
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Brookfield
Comment 2: Saturday Midday
Comment 3: #4755
Comment 4: TA.

	CHICK FIL A BKFLD SQ From North				IN From East				CHICK FIL A BKFLD SQ From South				OUT From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	0	0	0	0	24	0	0	0	0	0	0	0	19	0	0
11:15 AM	0	0	0	0	0	28	0	0	0	0	0	0	0	15	0	0
11:30 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	22	0	0
11:45 AM	0	0	0	0	0	51	0	0	0	0	0	0	0	36	0	0
12:00 PM	0	0	0	0	0	52	0	0	0	0	0	0	0	41	0	0
12:15 PM	0	0	0	0	0	56	0	0	0	0	0	0	0	52	0	0
12:30 PM	0	0	0	0	0	34	0	0	0	0	0	0	0	48	0	0
12:45 PM	0	0	0	0	0	56	0	0	0	0	0	0	0	55	0	0

Chick-fil-a Brookfield Square
1/9/2019

Total Cars Queued in Drive Through each Minute

Time	Lane 1	Lane 2	Total	Time	Lane 1	Lane 2	Total	Time	Lane 1	Lane 2	Total
4:00	1	1	2	4:40	0	0	0	5:20	0	0	0
1	0	1	1	41	1	1	2	21	1	1	2
2	0	0	0	42	0	1	1	22	1	1	2
3	0	0	0	43	2	1	3	23	0	0	0
4	0	0	0	44	2	2	4	24	1	0	1
5	1	1	2	45	1	1	2	25	0	0	0
6	0	0	0	46	1	1	2	26	0	0	0
7	0	0	0	47	0	1	1	27	0	0	0
8	0	0	0	48	0	2	2	28	1	1	2
9	1	0	1	49	2	2	4	29	1	1	2
4:10	0	0	0	4:50	1	1	2	5:30	0	0	0
11	1	0	1	51	0	1	1	31	0	0	0
12	1	0	1	52	1	1	2	32	0	0	0
13	1	1	2	53	0	0	0	33	1	1	2
14	1	0	1	54	0	0	0	34	2	1	3
15	1	0	1	55	1	0	1	35	1	0	1
16	0	0	0	56	1	1	2	36	0	1	1
17	0	0	0	57	0	0	0	37	2	2	4
18	0	0	0	58	1	1	2	38	3	1	4
19	1	0	1	59	0	0	0	39	1	1	2
4:20	0	1	1	5:00	0	1	1	5:40	2	2	4
21	0	1	1	1	0	0	0	41	2	3	5
22	0	0	0	2	1	0	1	42	2	1	3
23	1	1	2	3	0	0	0	43	3	2	5
24	1	1	2	4	1	0	1	44	1	2	3
25	0	1	1	5	1	1	2	45	2	1	3
26	0	0	0	6	1	1	2	46	1	0	1
27	0	1	1	7	2	1	3	47	1	0	1
28	0	1	1	8	1	0	1	48	0	1	1
29	0	0	0	9	0	0	0	49	1	0	1
4:30	1	0	1	5:10	0	0	0	5:50	1	1	2
31	1	0	1	11	1	0	1	51	0	0	0
32	0	0	0	12	1	0	1	52	0	0	0
33	0	0	0	13	0	0	0	53	2	2	4
34	0	1	1	14	1	0	1	54	3	2	5
35	1	0	1	15	1	1	2	55	2	2	4
36	0	0	0	16	0	0	0	56	1	1	2
37	0	0	0	17	1	1	2	57	0	0	0
38	1	1	2	18	1	0	1	58	0	0	0
39	0	0	0	19	1	0	1	59	1	0	1

Queue Summary	
All Data	
Minimum	0
Maximum	5
Average	1

Queue Summary	
Peak Hour 5:00-6:00 p.m.	
Minimum	0
Maximum	5
Average	2

Pk hr of Chick-Fil-A in Brookfield Square

Chick-fil-a Brookfield Square
1/5/2019

Total Cars Queued in Drive Through each Minute

Time	Total	Time	Total	Time	Total
11:00	0	11:40	0	12:20	4
1	0	41	0	21	5
2	0	42	0	22	5
3	0	43	0	23	5
4	1	44	0	24	3
5	1	45	0	25	0
6	0	46	0	26	1
7	0	47	1	27	2
8	0	48	0	28	1
9	0	49	0	29	2
11:10	0	11:50	2	12:30	2
11	0	51	2	31	1
12	0	52	1	32	2
13	0	53	0	33	2
14	0	54	0	34	1
15	0	55	0	35	0
16	0	56	0	36	0
17	0	57	0	37	0
18	0	58	0	38	0
19	0	59	0	39	0
11:20	0	12:00	0	12:40	0
21	0	1	0	41	0
22	0	2	0	42	2
23	0	3	2	43	3
24	0	4	0	44	1
25	0	5	1	45	1
26	1	6	0	46	1
27	0	7	0	47	0
28	1	8	5	48	2
29	0	9	5	49	2
11:30	0	12:10	4	12:50	4
31	0	11	4	51	3
32	0	12	2	52	4
33	0	13	2	53	2
34	0	14	1	54	2
35	0	15	1	55	6
36	0	16	1	56	6
37	0	17	0	57	5
38	0	18	4	58	3
39	0	19	6	59	5

Queue Summary	
All Data	
Minimum	0
Maximum	6
Average	1

Queue Summary	
Peak Hour 12:00-1:00 p.m.	
Minimum	0
Maximum	6
Average	2

Pk hr of Chick-Fil-A in Brookfield Square

Chick-fil-a Brookfield at 128th/Capitol Drive
1/9/2019

Total Cars Queued in Drive Through each Minute

Time	Lane 1	Lane 2	Total	Time	Lane 1	Lane 2	Total	Time	Lane 1	Lane 2	Total
4:00	3	3	6	4:40	3	3	6	5:20	3	2	5
1	3	3	6	41	3	2	5	21	2	2	4
2	2	2	4	42	4	3	7	22	3	3	6
3	2	1	3	43	3	3	6	23	4	3	7
4	3	1	4	44	5	4	9	24	3	2	5
5	2	1	3	45	4	5	9	25	2	3	5
6	2	2	4	46	4	4	8	26	1	1	2
7	2	2	4	47	4	3	7	27	1	1	2
8	3	2	5	48	3	3	6	28	0	0	0
9	3	2	5	49	3	3	6	29	1	1	2
4:10	4	3	7	4:50	2	3	5	5:30	1	2	3
11	4	3	7	51	3	4	7	31	3	3	6
12	4	2	6	52	3	3	6	32	6	5	11
13	3	1	4	53	2	2	4	33	5	6	11
14	2	1	3	54	3	1	4	34	5	5	10
15	2	1	3	55	3	1	4	35	6	6	12
16	1	1	2	56	2	2	4	36	5	6	11
17	1	1	2	57	1	1	2	37	5	6	11
18	1	2	3	58	2	2	4	38	6	6	12
19	1	2	3	59	1	1	2	39	5	5	10
4:20	2	1	3	5:00	0	1	1	5:40	5	5	10
21	2	2	4	1	1	1	2	41	4	6	10
22	1	1	2	2	2	1	3	42	5	6	11
23	2	1	3	3	3	2	5	43	4	5	9
24	1	2	3	4	1	2	3	44	4	6	10
25	1	1	2	5	2	2	4	45	5	6	11
26	2	2	4	6	1	3	4	46	4	5	9
27	1	1	2	7	1	1	2	47	4	4	8
28	1	0	1	8	1	1	2	48	5	5	10
29	0	1	1	9	1	0	1	49	6	6	12
4:30	1	1	2	5:10	1	2	3	5:50	5	5	10
31	2	1	3	11	1	2	3	51	4	5	9
32	3	2	5	12	3	2	5	52	6	6	12
33	3	3	6	13	3	1	4	53	6	6	12
34	5	5	10	14	1	1	2	54	6	7	13
35	4	4	8	15	1	1	2	55	6	7	13
36	4	5	9	16	2	2	4	56	7	7	14
37	4	4	8	17	1	2	3	57	8	7	15
38	3	4	7	18	1	2	3	58	7	8	15
39	3	4	7	19	1	1	2	59	8	8	16

**At 6:01, field staff noted that the drive-through lane queue exceeded storage space and the queue was extending into the parking lot.*

Queue Summary	
All Data	
Minimum	0
Maximum	16
Average	6

Queue Summary	
Peak Hour 5:00-6:00 p.m.	
Minimum	0
Maximum	16
Average	7

Pk hr of Chick-Fil-A in Brookfield Square

Chick-fil-a Brookfield at 128th/Capitol Drive
1/5/2019

Total Cars Queued in Drive Through each Minute

Time	Total	Time	Total	Time	Total
11:00	4	11:40	8	12:20	8
1	4	41	9	21	8
2	3	42	9	22	6
3	1	43	8	23	7
4	1	44	10	24	7
5	1	45	10	25	7
6	1	46	10	26	9
7	1	47	10	27	10
8	1	48	7	28	14
9	1	49	10	29	14
11:10	1	11:50	8	12:30	18
11	1	51	10	31	17
12	0	52	10	32	14
13	0	53	11	33	10
14	3	54	11	34	8
15	5	55	8	35	12
16	5	56	10	36	15
17	3	57	9	37	17
18	2	58	8	38	17
19	1	59	7	39	15
11:20	2	12:00	7	12:40	13
21	3	1	7	41	10
22	2	2	5	42	10
23	2	3	5	43	8
24	3	4	4	44	10
25	0	5	10	45	9
26	1	6	12	46	11
27	1	7	11	47	12
28	1	8	12	48	12
29	3	9	14	49	12
11:30	6	12:10	12	12:50	9
31	3	11	13	51	9
32	4	12	12	52	7
33	6	13	9	53	7
34	7	14	8	54	5
35	7	15	8	55	4
36	8	16	7	56	4
37	8	17	9	57	5
38	6	18	10	58	6
39	7	19	9	59	11

Queue Summary	
All Data	
Minimum	0
Maximum	18
Average	7

Queue Summary	
Peak Hour 12:00-1:00 p.m.	
Minimum	4
Maximum	18
Average	10

Pk hr of Chick-Fil-A on Capitol Dr.

Saturation Flow Rate Calculations

Date: February 8, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Morgan at 27th Street

Urbanized Area/Cluster Population
1,376,476

N

North approach

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
	1903	1903		1903

# of Lanes / Lane Type				
	1	2		2
R	T-R	T	L-T	L

West approach

Exit Ramp:	No
Speed Limit:	30

Lane Type	# of Lanes	Sat. Flow (pc/h/ln)
L	1	1853 *
L-T		
T	2	1853 *
T-R		
R	1	1900

*Consider using 1900 pc/h/ln

Traffic Signal

East approach

Lane Type	# of Lanes	Sat. Flow (pc/h/ln)
R		
T-R	1	* 1853
T	2	* 1853
L-T		
L	1	* 1853

*Consider using 1900 pc/h/ln

Exit Ramp:	No
Speed Limit:	30

South approach

Lane Type / # of Lanes				
L	L-T	T	T-R	R
2		3		1

Sat. Flow Rate (pc/h/ln)				
1912		1912		1900

Speed Limit:	35
Exit Ramp:	No

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

Date: February 8, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Loomis at 27th Street

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
1900		1891 *		

**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		3						
					R	T-R	T	L-T	L				
No		1871 *	2	L					R				
Speed Limit:				L-T					T-R				Speed Limit:
				T	Traffic Signal				T				
				T-R					L-T				
35		1900	1	R					L				
					L	L-T	T	T-R	R				
					2		3						
					Lane Type								
					# of Lanes								

**Consider using 1900 pc/h/ln*

Sat. Flow Rate (pc/h/ln)				
1903		1903		

Speed Limit:	35
Exit Ramp:	No

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

Date: February 8, 2023

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Morgan at Lakeland Drive

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	25

Sat. Flow Rate (pc/h/ln)				
1900			1900	1797 *

**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			1	1				
					R	T-R	T	L-T	L				
No		1853 *	1	L					R	1		1900	No
Speed Limit:				L-T					T-R				Speed Limit:
		1853 *	2	T	Traffic Signal				T	2		* 1853	
				T-R					L-T				
30		1900	1	R					L	1		* 1853	30
					L	L-T	T	T-R	R				
						1		1					
					Lane Type								
					# of Lanes								

**Consider using 1900 pc/h/ln*

**Consider using 1900 pc/h/ln*

**Consider using 1900 pc/h/ln*

	1900		1760	
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	25
Exit Ramp:	No

Bureau of Traffic Operations

Last Updated: 4/7/2022

Existing Signal Timings

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:**

Date: 2/16/15

Signal No: 9046

Controller / Cabinet: ASC3 RACK MOUNT, SOFTWARE VERSION 2.51, #332 CABINET

Service: 3 #4/1 #8 LTP SERV. FED FROM T-7-S TRANSCLOSURE 120/240V

Master: WISDOT T.O.C.

Auxiliary Equipment: 50A C.B. FEEDS SERV. TO MORGAN & 27TH 1 1/4" VENT PIPE ENCOM ANTENNA / MODEM

Flash Program: 2400-0530 HRS.; N/S-RED, E/W-YELLOW (EX. SAT. 2400-0700 HRS. AND SUN. 2400-0900 HRS.)

Program Notes:

DAY PLAN1: WEEKEND(SUN), DAY PLAN2: WEEKDAY(MON-FRI), DAY PLAN3: WEEKEND(SAT)

ACTION PLAN 1: OFFPEAK, ACTION PLAN 4: 1500-1800, ACTION PLAN 7: 0600-0900

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NB RAMP	SB/ WXW	EBLT	WB/ NXW	-	NB	WBLT	EB/ SXW								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description																

Controller Sequence (MM)1-1-1
All Sequences (1-16)

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

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								
Exclusive PED						x										

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

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

Ethernet (MM)1-5-1

Controller IP: 10.17.91.25
Subnet Mask: 255.255.0.0
Default Gateway IP: 10.17.0.1
Server IP: 10.17.91.35
Link Speed/Duplex: Auto
Drop-out Time: 10

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

Term & Facility:
Detector Rack: "
Enable TS2/MMU Type Cab: No
Enable MMU Extended Status: No
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: 4

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

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:** 0

Controller Timing Plan (MM)2-1
All Timing Plans (1-4)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	10	10	7	12			7	12								
BK Min Green																
CS Min Green																
Delay Green																
Walk				7		7		7								
Walk 2																
Walk Max																
Ped Clear				11		16		11								
Ped Clear 2																
Ped Clear Max																
Ped CO																
Vehicle Ext	3	4	3				3									
Vehicle Ext 2																
Max 1	13	14	10	70			10	70								
Max 2	13	20	10	70			10	70								
Max 3																
DYM Max																
DYM Stp																
Yellow	3.5	3.5	3.5	4		3.5	3.5	4								
Red Clear	3	3		2		3		2								
Red Max																
Red Revert	3	3		2		3		2	2	2	2	2	2	2	2	2
ACT B4																
SEC/ACT		2														
Max Int		20														
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

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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Walk																
Ped Clear	6	6	6	6	6	16	6	6	6	6	6	6	6	6	6	6
Yellow	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clr																
OVL Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:** 0

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				W				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

Automatic Flash

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry	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: G Min Flash: 8 Min Recall: No Cycle Thru Phase: No

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								
Rest In Walk				X				X								

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: Yes

Free Input Enables Pre-Timed: Yes

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

Phase Recall Options (MM)2-8

All Timing Plans (1-4)

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

Coordination Options (MM)3-1

Manual Pattern:	Auto
System Source:	TBC
Splits In:	Seconds
Transition:	Smooth
Dwell/Add Time:	0
Dly Coord Wk-Lz:	No
Offset Reference:	Yield
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

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:** 0

Pattern Data (MM)3-2

Coordinator Pattern – 1 - OFFPEAK

Split Pattern	1		
Cycle	90	Std (COS)	0
Offset Value	12	Dwell/Add Time	0
Actuated Coord	No	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	1		
Cycle	90	Std (COS)	0
Offset Value	7	Dwell/Add Time	0
Actuated Coord	No	Timing Plan	1
Actuated Walk Rest	Yes	Sequence	1
Phase Reservice	No	Action Plan	1
Max Select	None	Force Off	Fixed

Coordinator Pattern – 7 - AM

Split Pattern	1		
Cycle	90	Std (COS)	0
Offset Value	32	Dwell/Add Time	0
Actuated Coord	No	Timing Plan	1
Actuated Walk Rest	Yes	Sequence	1
Phase Reservice	No	Action Plan	1
Max Select	None	Force Off	Fixed

Split Pattern Data (MM)3-3

Split Pattern – 1 - OFFPEAK

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Splits (seconds)	20	27	14	29		26	14	29	0	0	0	0	0	0	0	0
Coordinated Phases				X				X								
Vehicle Recalls		X														
Ped Recalls				X				X								
Max Recalls																
Phase Omit					X				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)	20	27	14	29		26	14	29	0	0	0	0	0	0	0	0
Coordinated Phases				X				X								
Vehicle Recalls		X														
Ped Recalls				X				X								
Max Recalls																
Phase Omit					X				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)	20	27	14	29		26	14	29	0	0	0	0	0	0	0	0
Coordinated Phases				X				X								
Vehicle Recalls		X														
Ped Recalls				X				X								
Max Recalls																
Phase Omit					X				X	X	X	X	X	X	X	X

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:** 0

Action Plan (MM)5-2 MM-8-1: COPY FROM: ACTION PLAN 1 > TO: ACTION PLAN 0 (ALL), THEN MANUALLY CHANGE 4, 7, 99

Action Plan – 1 - OFFPEAK

Pattern	1	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	--	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No		

Action Plan – 4 - PM

Pattern	4	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	--	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No		

Action Plan – 7- AM

Pattern	7	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	--	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No		

Action Plan – 99 – NIGHT FLASH

Pattern	255-FLSH	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	EN	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No		

Day Plan (MM)5-3

Day Plan – 1 – SUN

Event	Action Plan	Start Time
1	99	00:00
2	1	09:00

Day Plan – 2 – MON-FRI

Event	Action Plan	Start Time
1	99	00:00
2	1	05:30
3	7	06:00
4	1	09:00
5	4	15:00
6	1	18:00

Day Plan – 3 – SAT

Event	Action Plan	Start Time
1	99	00:00
2	1	07:00

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

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES:** B-15-527-T **TIME IN SERVICE:** 0

Preempt Plan (MM)4-1

Preempt Plan 3 - Enable: No

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 Overlap																

Preempt Plan 4 - Enable: No

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																

Vehicle Detector Assignment Plan (MM)6-1

All Plans

Detector	Call Phase	Call Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	4	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
5	5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	8	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
9	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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

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	D	D	D	D	D	D	D	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	D	D	D	.	.	.	.	.	.	.	.	.	.	.	.
LP 45-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

W. LAKEFIELD DR. & W. MORGAN AV. - ASC3 RM CONTROLLER

DRAWING NO: B-15-546-T **SUPERCEDES: B-15-527-T** **TIME IN SERVICE: 0**

Controller Outputs:

PIN 2-PHASE 4 DW	PHASE 1 RED	PIN 31-PHASE 6 GREEN	PHASE 6 WALK
PIN 3-PHASE 4 WALK	PHASE 1 GREEN	PIN 32-PHASE 5 RED	PHASE 8 DW
PIN 4-PHASE 4 RED	PHASE 2 RED	PIN 33-PHASE 5 YEL	NIC SPEC FUNC 4
PIN 5-PHASE 4 YEL	PHASE 2 YELLOW	PIN 34-PHASE 5 GREEN	PHASE 8 WALK
PIN 6-PHASE 4 GREEN	PHASE 2 GREEN	PIN 35-OVERLAP A GRN	PHASE 4 YELLOW
PIN 7-PHASE 3 RED	PHASE 3 RED	PIN 36-OVERLAP B GRN	PREEMPT 4 STATUS
PIN 8-PHASE 3 YEL	PHASE 3 YELLOW	PIN 37-OVERLAP A YEL	PHASE 1 YELLOW
PIN 9-PHASE 3 GREEN	PHASE 3 GREEN	PIN 38-OVERLAP B YEL	PHASE 7 YELLOW
PIN 10-PED 2 DW	PHASE 4 RED	PIN 83-NIC SPEC FUN 1	PMT 10 STAT BIT E
PIN 11-PED 2 WALK	PHASE 4 GREEN	PIN 84-NIC SPEC FUN 3	PMT 10 STAT BIT E
PIN 12-PHASE 2 RED	PHASE 5 RED	PIN 85-OVERLAP D RED	COORD SPEC FUNC 4
PIN 13-PHASE 2 YEL	PHASE 5 YELLOW	PIN 86-OVERLAP D YEL	COORD SPEC FUNC 7
PIN 15-PHASE 2 GREEN	PHASE 5 GREEN	PIN 87-OVERLAP D GRN	COORD SPEC FUNC 1
PIN 16-PHASE 1 RED	PHASE 6 RED	PIN 88-OVERLAP C RED	OVERLAP C RED
PIN 17-PHASE 1 YEL	PHASE 6 YELLOW	PIN 89-OVERLAP C YEL	OVERLAP C YELLOW
PIN 18-PHASE 1 GREEN	PHASE 6 GREEN	PIN 90-OVERLAP C GRN	OVERLAP C GREEN
PIN 19-PED 8 DW	PHASE 7 RED	PIN 91-CRD FREE STAT	PMT 10 STAT BIT E
PIN 20-PED 8 WALK	PHASE 7 GREEN	PIN 93-CRD SYNC OUT	PMT 10 STAT BIT E
PIN 21-PHASE 8 RED	PHASE 8 RED	PIN 94-OVERLAP B RED	PMT 10 STAT BIT E
PIN 22-PHASE 8 YEL	PHASE 8 YELLOW	PIN 95-OVERLAP B YEL	PMT 10 STAT BIT E
PIN 23-PHASE 8 GREEN	PHASE 8 GREEN	PIN 96-OVERLAP B GRN	PMT 10 STAT BIT E
PIN 24-PHASE 7 RED	PHASE 2 DW	PIN 97-OVERLAP A RED	PMT 10 STAT BIT E
PIN 25-PHASE 7 YEL	PREEMPT 3 STATUS	PIN 98-OVERLAP A YEL	PMT 10 STAT BIT E
PIN 26-PHASE 7 GREEN	PHASE 2 WALK	PIN 99-OVERLAP A GRN	PMT 10 STAT BIT E
PIN 27-PED 6 DW	PHASE 4 DW	PIN100-NIC SPEC FUN 2	PMT 10 STAT BIT E
PIN 28-PED 6 WALK	PHASE 4 WALK	PIN101-CAB FLASH OUT	PMT 10 STAT BIT E
PIN 29-PHASE 6 RED	PHASE 6 DW	PIN102-NIC SPEC FUN 4	AUTOMATIC FLASH
PIN 30-PHASE 6 YEL	NIC SPEC FUNC 3	PIN103-WATCHDOG	WDOG

Controller Inputs:

PIN 39-DETECTOR 02	LP ACTION PLAN 4	PIN 65-DETECTOR 07	DETECTOR 64
PIN 40-DETECTOR 18	LP ACTION PLAN 7	PIN 66-DETECTOR 23	DETECTOR 64
PIN 41-DETECTOR 06	OFFSET BIT 1	PIN 67-PED DETECTOR 02	PREEMPT 3 CALL
PIN 42-DETECTOR 22	C1 STOP TIME ALL	PIN 68-PED DETECTOR 06	PREEMPT 4 CALL
PIN 43-DETECTOR 10	DETECTOR 2	PIN 69-PED DETECTOR 04	C1 MAN CONT ENA
PIN 44-DETECTOR 26	DETECTOR 6	PIN 70-PED DETECTOR 08	C1 INT ADVANCE
PIN 45-DETECTOR 14	DETECTOR 4	PIN 71-PREEMPT 3 CALL	DETECTOR 64
PIN 46-DETECTOR 30	DETECTOR 8	PIN 72-PREEMPT 4 CALL	DETECTOR 64
PIN 47-DETECTOR 04	DETECTOR 2	PIN 73-PREEMPT 5 CALL	DETECTOR 64
PIN 48-DETECTOR 20	DETECTOR 6	PIN 74-PREEMPT 6 CALL	DETECTOR 64
PIN 49-DETECTOR 08	DETECTOR 4	PIN 75-SPLIT DMD 1	DETECTOR 64
PIN 50-DETECTOR 24	DETECTOR 8	PIN 76-DETECTOR 11	DETECTOR 64
PIN 51-PREEMPT 1 CALL	DETECTOR 5	PIN 77-DETECTOR 27	DETECTOR 64
PIN 52-PREEMPT 2 CALL	DETECTOR 1	PIN 78-DETECTOR 15	DETECTOR 64
PIN 53-C1 MAN CONT ENA	DETECTOR 7	PIN 79-DETECTOR 31	DETECTOR 64
PIN 54-TEST A	DETECTOR 3	PIN 80-INT ADVANCE	DETECTOR 64
PIN 55-DETECTOR 17	DETECTOR 5	PIN 81-LOCAL FLASH	DETECTOR 64
PIN 56-DETECTOR 01	DETECTOR 1	PIN 82-STOP TIME	DETECTOR 64
PIN 57-DETECTOR 21	DETECTOR 7		
PIN 58-DETECTOR 05	DETECTOR 3		
PIN 59-DETECTOR 25	PED DETECTOR 2		
PIN 60-DETECTOR 09	PED DETECTOR 2		
PIN 61-DETECTOR 29	PED DETECTOR 4		
PIN 62-DETECTOR 13	PED DETECTOR 8		
PIN 63-DETECTOR 03	DETECTOR 64		
PIN 64-DETECTOR 19	DETECTOR 64		

Note: Changes to the inputs/outputs must be made via the laptop in the shop.

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NB DRIVEWAY	SB LAKEFIELD	EBLT	WB MORGAN	SPARE	SPARE	WBLT	EB MORGAN	SPARE	N. X-WALK	W. 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:

W. LAKEFIELD AV.

&

W. MORGAN AV.

SHADED COMBINATIONS
ARE NOT PERMITTED
DIODES FOR CONFLICTING
INDICATIONS

CABINET SWITCH LOCATIONS

1	2	3	4	5	6	7

8	9	10	11	12	13	14

NB	SB	EBLT	WB	-	-	WBLT

OL-C

EB	-	NXW	WXW	SXW	CY3	R
					CY2	Y
					R1	G

MONITOR IN SERVICE:

DRG. NO: B-15-546-T

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

Date: 1/7/19

Signal No: 9047

Service: 3#4 / 1#8 LTP cable fed from 50A C.B. in count station cabinet
240/120V service fed from transclosure T-6-S

Master: LOCAL TBC

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

Auxiliary Equipment: PE CONF. LIGHTS

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 7: 0600-0900

PE3: NB/SB PREEMPT (MIN 15 SEC) MAX DELAY IS 23 SECONDS. DET DIST. >1800 FT
PE4: EB PREEMPT (MIN 15 SEC) MAX DELAY IS 21 SECONDS. DET DIST. >1400 FT

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB WXW				NB		EB SXW								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description																

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														
Ring 2		6		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								
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	1	V				+	R	R	X
2	2	V				+	R	R	X
3						+			
4						+			
5						-			
6	6	V				-	R	R	X
7	4	O				-			
8	8	V				-	R	R	
9	2	P				+			X
10						+			
11						-			
12	8	P				-			
13						+			
14						-			
15						+			
16						-			

Ethernet (MM)1-5-1

Controller IP: 10.17.92.49
Subnet Mask: 255.255.0.0
Default Gateway IP: 10.17.0.1
Server IP: 10.17.91.35
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 AND 2
Enable TS2/MMU Type Cab: Yes
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		X								
YELLOW	X	X				X		X								
GREEN	X	X				X		X	X			X				

Designed By: VMAJ **Checked By:** SCR **Approved By:** JCB

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

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	7	12				12		12								
BK Min Green																
CS Min Green																
Delay Green																
Walk		7						7								
Walk 2																
Walk Max																
Ped Clear		11						12								
Ped Clear 2																
Ped Clear Max																
Ped CO																
Vehicle Ext	1.5							3								
Vehicle Ext 2																
Max 1	10	66				66		19								
Max 2																
Max 3																
DYM Max																
DYM Stp																
Yellow	3.5	4.5				4.5		4								
Red Clear	2.5	1.5				1.5		3								
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

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	7	12				12		12								
Walk																
Ped Clear		11						12								
Yellow	3.5	4.5				4.5		4								
Red Clr	2.5	1.5				1.5		3								
OVL Green																

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

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		W				G										
	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

Automatic Flash

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Entry								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										
Rest In Walk																

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No

Free Input Enables 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								
Ped Recall		X						X								
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Coordination Options (MM)3-1

Manual Pattern:	Auto	ECPI Coordination:	Yes
System Source:	TBC	System Format:	STD
Splits In:	Seconds	Offset In:	Seconds
Transition:	SMOOTH	Max Select:	Max1
Dwell/Add Time:	0	Enable Man Sync:	No
Dly Coord Wk-Lz:	No	Force Off:	Fixed
Offset Reference:	Yellow	Cal Use Ped Tm:	No
Pedestrian Recall:	Yes	Ped Reserve:	No
Local Zero Override:	No	Fo Add Ini Grn:	Yes
Re-Sync Count:	3	Multisync:	No

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

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	73	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 (NOT USED)

Split Pattern	1		
Cycle	90	Std (COS)	0
Offset Value	73	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 – 7 - AM

Split Pattern	7		
Cycle	90	Std (COS)	0
Offset Value	80	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)	16	48				64		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 (NOT USED)

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Splits (seconds)	16	48				64		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)	16	48				64		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

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

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	0	Ped Det Diag Plan	0
Diming Enable	No		

Action Plan – 4 - PM (NOT USED)

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	0	Ped Det Diag Plan	0
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	0	Ped Det Diag Plan	0
Diming Enable	No		

Action Plan – 99 – NIGHT FLASH (NOT USED)

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	0	Ped Det Diag Plan	0
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	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

W. LOOMIS RD. & S. 27TH ST.

DRAWING NO: B-19-502-T **SUPERCEDES:** B-15-763-T **TIME IN SERVICE:** 2/14/19 @1525

Preempt Plan (MM)4-1

Preempt Plan 3 (NB/SB) - 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										

Preempt Plan 4 (EB) - 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								

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	
17	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	N
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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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
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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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 45-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

P1 CABINET

LOCATION

W. LOOMIS RD.

&

S. 27TH ST.

SHADED COMBINATIONS ARE PERMITTED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NBLT	SB 27TH	SPARE	SPARE	SPARE	NB 27TH	PE CONF. LIGHTS	EB LOOMIS	W. X-WALK	SPARE	SPARE	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															

DETECTOR RACK

BIU 1										
		NBLT								PE3
			EB							PE4
	SW 1	SW 2	SW 3	SW 4	SW 5	SW 6	SW 7	SW 8	SW 9	SW 10

LOAD SWITCH LOCATIONS

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

NBLT	SB	-	-	-	NB
RA	R	-	-	-	R
SYA	Y	-	-	-	Y
GA	G	-	-	-	G

	PE	EB	WXW	-	-	SXW
	-	R	DW	-	-	DW
NB/SB CONF. →	PE3	Y	-	-	-	-
EB CONF. →	PE4	G	W	-	-	W

RA = RED ARROW

SYA = STEADY YELLOW ARROW

GA = GREEN ARROW

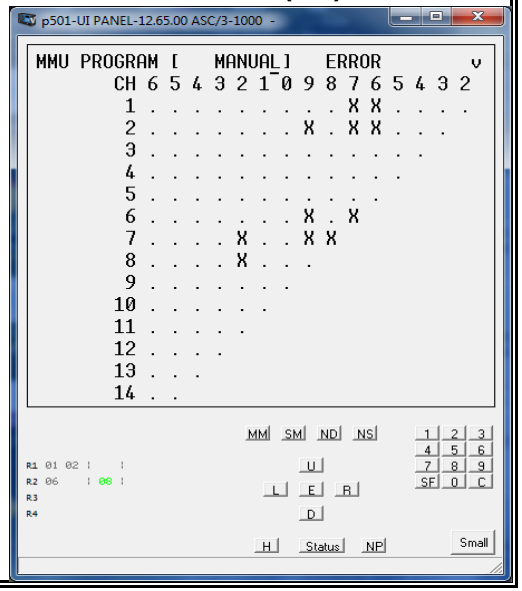
NOTE: SET MINIMUM FLASH TIME IN MMU TO 8 SEC

NOTE: DISABLE DUAL INDICATION MONITORING

FOR LOAD SWITCH 7 (PE CONF LIGHTS)

DRG. NO: B-19-502-T

MMU PROGRAM (MM)1-4-2



W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

Note: N/S X-Walks were in ped recall via detector card from time-in-service until 2-9-16 @ 14:20

Date: 12/14/15

Signal No: 9048

Service: 3#4 / 1#8 LTP SERVICE FROM C.C. AT LAKEFIELD & MORGAN (310 L.F.)

Master: KK RIVER PKWY AND 27TH - ASC2 CONTROLLER FOR TRSS

Auxiliary Equipment: 1 1/4" VENT PIPE, PE CONF. LIGHTS W/ 5A FUSES, ENCOM ANTENNAS & MODEM

Flash Program: NONE - EMERGENCY ALL-RED

Program Notes:

EVA: ON N/S FIRE CALL. EVA PHASE IS NB/SB GREEN (VAR LENGTH BUT 15 SEC MIN).
MAX DELAY TO EVA IS 37 SEC., OPTICOM DET DIST MUST BE AT LEAST 1800 FT.
EVB: ON E/W FIRE CALL. EVB PHASE IS EB/WB GREEN (VAR LENGTH BUT 15 SEC MIN).
MAX DELAY TO EVA IS 25.5 SEC., OPTICOM DET DIST MUST BE AT LEAST 1700 FT.
**NOTE: SEE PREEMPT PLAN (MM)4-1 ON PAGE 6 FOR ADDITIONAL INFORMATION

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB/ WXW	-	WB/ NXW	SBLT	NB/ EXW	WBLT	EB/ SXW								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description	-	-	EBLT FYA	WBLT FYA												

Controller Sequence (MM)1-1-1
All Sequences (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring 1	1	2	3	4												
Ring 2	5	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	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	1	V				+	R	R	X
2	2	V				+	R	R	X
3	3	V				+	R	R	X
4	4	V				+	R	R	X
5	5	V				-	R	R	X
6	6	V				-	R	R	X
7	7	V				-	R	R	X
8	8	V				-	R	R	X
9	2	P				+			
10	4	P				+			
11	6	P				-			
12	8	P				-			
13	1	O				+	R	R	X
14	2	O				-	R	R	X
15	3	O				+	R	R	X
16	4	O				-	R	R	X

Ethernet (MM)1-5-1

Controller IP: 10.17.92.61
Subnet Mask: 255.255.0.0
Default Gateway IP: 10.17.0.1
Server IP: 10.17.91.35
Link Speed/Duplex: Auto
Drop-out Time: 10

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

Term & Facility:
Detector Rack: "X" for BIU 1
Enable TS2/MMU Type Cab: No
Enable MMU Extended Status: No
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: 7

Designed By: SCR **Checked By:** _____ **Approved By:** _____

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

Controller Timing Plan (MM)2-1
All Timing Plans (1-4)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	12		19	7	12	7	15								
BK Min Green																
CS Min Green																
Delay Green																
Walk		5		9		5		10								
Walk 2																
Walk Max																
Ped Clear		15		22		15		26								
Ped Clear 2																
Ped Clear Max																
Ped CO																
Vehicle Ext	3			1.5	3		3	1.5								
Vehicle Ext 2																
Max 1	10	62		30	10	62	9	19								
Max 2																
Max 3																
DYM Max																
DYM Stp																
Yellow	3	4.5		4	3	4.5	3	4								
Red Clear	1	2		3	1	2	1	3								
Red Max																
Red Revert	1	2		3	1	2	1	3								
ACT B4																
SEC/ACT																
Max Int																
Time B4																
Cars Wt																
STPT Duc																
Time To Reduce																
Min Gap																

Vehicle Overlaps (MM)2-2

TMG VEH OVLP: [C] TYPE: OTHER/ECONOLITE																
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Included:				X												
Flash Green:				1												

TMG VEH OVLP: [D] TYPE: PPLT FYA
Protected Phase (Left Turn): 7
Permissive Phase (Opposing Thru): 8
Flashing Arrow Output: Channel 16 Green Overlap

Vehicle/Pedestrian Overlaps (MM)2-3

Included	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
VEH OL C				X												
VEH OL D								X								

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

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				R				R								
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Overlap			X	X												

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

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			X	X												

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

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		X		X								
Rest In Walk																

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No

Free Input Enables 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)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X				X											
Vehicle Recall		X		X		X		X								
Ped Recall		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:	Add Only
Dwell/Add Time:	30
Dly Coord Wk-Lz:	No
Offset Reference:	Yellow
Pedestrian Recall:	Yes
Local Zero Override:	Yes
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

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

Pattern Data (MM)3-2

Coordinator Pattern – 1 - OFFPEAK

Split Pattern	1		
Cycle	90	Std (COS)	0
Offset Value	57	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	57	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	68	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

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description																
Splits (seconds)	17	36	0	37	17	36	13	24	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls				X				X								
Ped Recalls		X				X										
Max Recalls																
Phase Omit			X						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**
Description																
Splits (seconds)	17	36	0	37	17	36	13	24	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls				X				X								
Ped Recalls		X				X										
Max Recalls																
Phase Omit			X						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**
Description																
Splits (seconds)	17	36	0	37	17	36	13	24	0	0	0	0	0	0	0	0
Coordinated Phases		X				X										
Vehicle Recalls				X				X								
Ped Recalls		X				X										
Max Recalls																
Phase Omit			X						X	X	X	X	X	X	X	X

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

Action Plan (MM)5-2

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 (01:00-06:00)~~ (O.O.S.)

Pattern	FLSH (255)	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	EN	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

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES:** B-15-532-T **TIME IN SERVICE:** 2-1-16 @ 1200

Preempt Plan (MM)4-1

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			F1	F1												

Vehicle Detector Assignment Plan (MM)6-1

All Plans

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

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	D	D	D	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 45-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	D	D	D	D	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	D	.	.	.	.	.	.	.	.

W. MORGAN AV. & S. 27TH ST. - ASC3 RM CONTROLLER

DRAWING NO: B-15-766-T **SUPERCEDES: B-15-532-T** **TIME IN SERVICE: 2-1-16 @ 1200**

Controller Outputs:

PIN 2-PHASE 4 DW	PHASE 1 RED	PIN 31-PHASE 6 GREEN	PHASE 6 WALK
PIN 3-PHASE 4 WALK	PHASE 1 GREEN	PIN 32-PHASE 5 RED	PHASE 8 DW
PIN 4-PHASE 4 RED	PHASE 2 RED	PIN 33-PHASE 5 YEL	PHASE 7 GREEN
PIN 5-PHASE 4 YEL	PHASE 2 YELLOW	PIN 34-PHASE 5 GREEN	PHASE 8 WALK
PIN 6-PHASE 4 GREEN	PHASE 2 GREEN	PIN 35-OVERLAP A GRN	PHASE 4 YELLOW
PIN 7-PHASE 3 RED	OVERLAP C RED	PIN 36-OVERLAP B GRN	PHASE 3 GREEN
PIN 8-PHASE 3 YEL	OVERLAP C YELLOW	PIN 37-OVERLAP A YEL	PHASE 1 YELLOW
PIN 9-PHASE 3 GREEN	OVERLAP C GREEN	PIN 38-OVERLAP B YEL	OVERLAP D YELLOW
PIN 10-PED 2 DW	PHASE 4 RED	PIN 83-NIC SPEC FUN 1	PMT 10 STAT BIT E
PIN 11-PED 2 WALK	PHASE 4 GREEN	PIN 84-NIC SPEC FUN 3	PMT 10 STAT BIT E
PIN 12-PHASE 2 RED	PHASE 5 RED	PIN 85-OVERLAP D RED	COORD SPEC FUNC 4
PIN 13-PHASE 2 YEL	PHASE 5 YELLOW	PIN 86-OVERLAP D YEL	COORD SPEC FUNC 7
PIN 15-PHASE 2 GREEN	PHASE 5 GREEN	PIN 87-OVERLAP D GRN	COORD SPEC FUNC 1
PIN 16-PHASE 1 RED	PHASE 6 RED	PIN 88-OVERLAP C RED	PREEMPT 3 STATUS
PIN 17-PHASE 1 YEL	PHASE 6 YELLOW	PIN 89-OVERLAP C YEL	PREEMPT 4 STATUS
PIN 18-PHASE 1 GREEN	PHASE 6 GREEN	PIN 90-OVERLAP C GRN	NIC SPEC FUNC 3
PIN 19-PED 8 DW	OVERLAP D RED	PIN 91-CRD FREE STAT	PMT 10 STAT BIT E
PIN 20-PED 8 WALK	OVERLAP D GREEN	PIN 93-CRD SYNC OUT	PMT 10 STAT BIT E
PIN 21-PHASE 8 RED	PHASE 8 RED	PIN 94-OVERLAP B RED	PMT 10 STAT BIT E
PIN 22-PHASE 8 YEL	PHASE 8 YELLOW	PIN 95-OVERLAP B YEL	PMT 10 STAT BIT E
PIN 23-PHASE 8 GREEN	PHASE 8 GREEN	PIN 96-OVERLAP B GRN	PMT 10 STAT BIT E
PIN 24-PHASE 7 RED	PHASE 2 DW	PIN 97-OVERLAP A RED	PMT 10 STAT BIT E
PIN 25-PHASE 7 YEL	PHASE 1 GREEN	PIN 98-OVERLAP A YEL	PMT 10 STAT BIT E
PIN 26-PHASE 7 GREEN	PHASE 2 WALK	PIN 99-OVERLAP A GRN	PMT 10 STAT BIT E
PIN 27-PED 6 DW	PHASE 4 DW	PIN100-NIC SPEC FUN 2	PMT 10 STAT BIT E
PIN 28-PED 6 WALK	PHASE 4 WALK	PIN101-CAB FLASH OUT	PMT 10 STAT BIT E
PIN 29-PHASE 6 RED	PHASE 6 DW	PIN102-NIC SPEC FUN 4	AUTOMATIC FLASH
PIN 30-PHASE 6 YEL	PHASE 5 GREEN	PIN103-WATCHDOG	WDOG

Controller Inputs:

PIN 39-DETECTOR 02	LP ACTION PLAN 4	PIN 65-DETECTOR 07	DETECTOR 64
PIN 40-DETECTOR 18	LP ACTION PLAN 7	PIN 66-DETECTOR 23	DETECTOR 64
PIN 41-DETECTOR 06	OFFSET BIT 1	PIN 67-PED DETECTOR 02	PREEMPT 3 CALL
PIN 42-DETECTOR 22	C1 STOP TIME ALL	PIN 68-PED DETECTOR 06	PREEMPT 4 CALL
PIN 43-DETECTOR 10	DETECTOR 2	PIN 69-PED DETECTOR 04	C1 MAN CONT ENA
PIN 44-DETECTOR 26	DETECTOR 6	PIN 70-PED DETECTOR 08	C1 INT ADVANCE
PIN 45-DETECTOR 14	DETECTOR 4	PIN 71-PREEMPT 3 CALL	DETECTOR 64
PIN 46-DETECTOR 30	DETECTOR 8	PIN 72-PREEMPT 4 CALL	DETECTOR 64
PIN 47-DETECTOR 04	DETECTOR 12	PIN 73-PREEMPT 5 CALL	DETECTOR 64
PIN 48-DETECTOR 20	DETECTOR 16	PIN 74-PREEMPT 6 CALL	DETECTOR 64
PIN 49-DETECTOR 08	DETECTOR 14	PIN 75-SPLIT DMD 1	DETECTOR 64
PIN 50-DETECTOR 24	DETECTOR 18	PIN 76-DETECTOR 11	DETECTOR 64
PIN 51-PREEMPT 1 CALL	DETECTOR 5	PIN 77-DETECTOR 27	DETECTOR 64
PIN 52-PREEMPT 2 CALL	DETECTOR 1	PIN 78-DETECTOR 15	DETECTOR 64
PIN 53-C1 MAN CONT ENA	DETECTOR 7	PIN 79-DETECTOR 31	DETECTOR 64
PIN 54-TEST A	DETECTOR 3	PIN 80-INT ADVANCE	DETECTOR 64
PIN 55-DETECTOR 17	DETECTOR 15	PIN 81-LOCAL FLASH	DETECTOR 64
PIN 56-DETECTOR 01	DETECTOR 11	PIN 82-STOP TIME	DETECTOR 64
PIN 57-DETECTOR 21	DETECTOR 17		
PIN 58-DETECTOR 05	DETECTOR 13		
PIN 59-DETECTOR 25	PED DETECTOR 2		
PIN 60-DETECTOR 09	PED DETECTOR 6		
PIN 61-DETECTOR 29	PED DETECTOR 4		
PIN 62-DETECTOR 13	PED DETECTOR 8		
PIN 63-DETECTOR 03	DETECTOR 64		
PIN 64-DETECTOR 19	DETECTOR 64		

Note: Changes to the inputs/outputs must be made via the laptop in the shop.

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NBLT	SB 27TH	EBLT FYA	WB MORGAN	SBLT	NB 27TH	WBLT FYA	EB MORGAN	W. X-WALK	N. X-WALK	E. X-WALK	S. X-WALK		CONF. LIGHTS & SB NTOR SIGNS (OOS)		
	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:

W. MORGAN AV.

&

S. 27TH ST.

SHADED COMBINATIONS
ARE NOT PERMITTED
DIODES FOR CONFLICTING
INDICATIONS

CABINET SWITCH LOCATIONS

1	2	3	4	5	6	7

8	9	10	11	12	13	14

NBLT	SB	EBLT	WB	SBLT	NB	WBLT
		SYA				SYA
		FYA (OL-C)				FYA (OL-D)

SPARE

EB	WXW	NXW	EXW	SXW	CY3	"A"	EV-A (NB/SB) FLOODLIGHTS
					CY2	"B"	EV-B (EB/WB) FLOODLIGHTS
					R1	"C"	NBRT RED ARROW (O.O.S.)

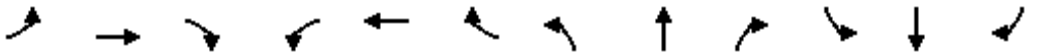
SB NTOR SIGN (O.O.S.) (AUX B)

WBLT GA (PHASE 7)

MONITOR IN SERVICE:

DRG. NO: B-15-766-T

Appendix B
Existing Traffic
Peak Hour Analysis Outputs

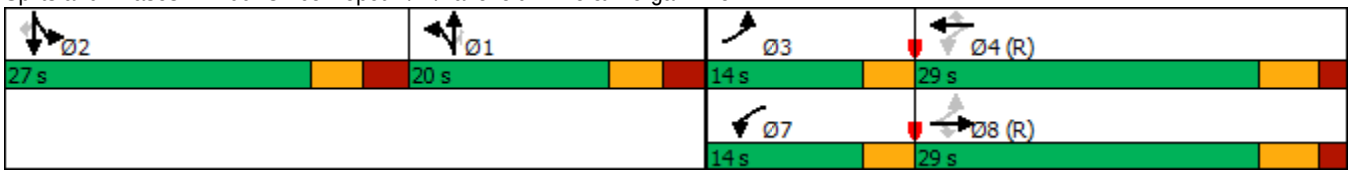


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	255	10	110	215	140	5	15	40	95	25	20
Future Volume (vph)	50	255	10	110	215	140	5	15	40	95	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.987		0.950	0.971	
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1839	1583	1649	1685	1553
Flt Permitted	0.601			0.542				0.987		0.950	0.971	
Satd. Flow (perm)	1097	3471	1517	989	3471	1529	0	1838	1553	1642	1681	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	56	287	7	124	242	157	6	17	45	107	28	14
Shared Lane Traffic (%)										38%		
Lane Group Flow (vph)	56	287	7	124	242	157	0	23	45	66	69	14
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	57.5	47.7	47.7	60.7	52.2	52.2		10.2	10.2	11.0	11.0	11.0
Actuated g/C Ratio	0.64	0.53	0.53	0.67	0.58	0.58		0.11	0.11	0.12	0.12	0.12
v/c Ratio	0.07	0.16	0.01	0.17	0.12	0.18		0.11	0.26	0.33	0.34	0.08
Control Delay	8.6	15.0	17.5	5.9	13.3	15.0		37.1	40.4	40.5	40.6	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	15.0	17.5	5.9	13.3	15.0		37.1	40.4	40.5	40.6	35.2
LOS	A	B	B	A	B	B		D	D	D	D	D
Approach Delay		14.0			12.1			39.3			40.0	
Approach LOS		B			B			D			D	

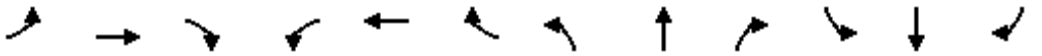
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	287	7	124	242	157	23	45	66	69	14
v/c Ratio	0.07	0.16	0.01	0.17	0.12	0.18	0.11	0.26	0.33	0.34	0.08
Control Delay	8.6	15.0	17.5	5.9	13.3	15.0	37.1	40.4	40.5	40.6	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	15.0	17.5	5.9	13.3	15.0	37.1	40.4	40.5	40.6	35.2
Queue Length 50th (ft)	12	51	2	21	37	48	12	24	36	38	7
Queue Length 95th (ft)	31	88	12	49	70	96	34	55	75	77	24
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	813	1838	803	770	2013	887	275	232	375	383	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.16	0.01	0.16	0.12	0.18	0.08	0.19	0.18	0.18	0.04

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	255	10	110	215	140	5	15	40	95	25	20
Future Volume (vph)	50	255	10	110	215	140	5	15	40	95	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1735	3471	1519	1735	3471	1532		1839	1539	1649	1686	1526
Flt Permitted	0.60	1.00	1.00	0.54	1.00	1.00		0.99	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1098	3471	1519	991	3471	1532		1839	1539	1649	1686	1526
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	56	287	7	124	242	157	6	17	45	107	28	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	56	287	7	124	242	157	0	23	45	66	69	14
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	49.6	43.7	43.7	55.0	46.4	46.4		6.2	6.2	9.0	9.0	9.0
Effective Green, g (s)	49.6	43.7	43.7	55.0	46.4	46.4		6.2	6.2	9.0	9.0	9.0
Actuated g/C Ratio	0.55	0.49	0.49	0.61	0.52	0.52		0.07	0.07	0.10	0.10	0.10
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	646	1685	737	676	1789	789		126	106	164	168	152
v/s Ratio Prot	0.01	0.08		c0.02	0.07			0.01		0.04	c0.04	
v/s Ratio Perm	0.04		0.00	0.09		c0.10			c0.03			0.01
v/c Ratio	0.09	0.17	0.01	0.18	0.14	0.20		0.18	0.42	0.40	0.41	0.09
Uniform Delay, d1	9.4	13.0	12.0	7.4	11.4	11.8		39.5	40.2	38.0	38.0	36.8
Progression Factor	1.00	1.00	1.00	0.69	0.97	0.97		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	0.1	0.2	0.6		0.7	2.7	2.2	2.2	0.4
Delay (s)	9.4	13.2	12.0	5.2	11.2	12.0		40.2	42.9	40.2	40.2	37.1
Level of Service	A	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		12.6			10.0			42.0			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	390	1	0	465	0	35
Future Volume (vph)	390	1	0	465	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3471	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3471	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	2
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	406	1	0	484	0	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	407	0	0	484	0	36
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

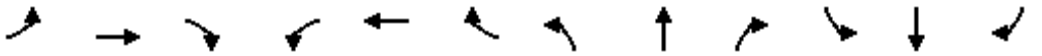
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	1	0	465	0	35
Future Vol, veh/h	390	1	0	465	0	35
Conflicting Peds, #/hr	0	1	1	0	1	2
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	96	96	96	96	96	96
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	406	1	0	484	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	802
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	800
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	800	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-
HCM Control Delay (s)	9.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

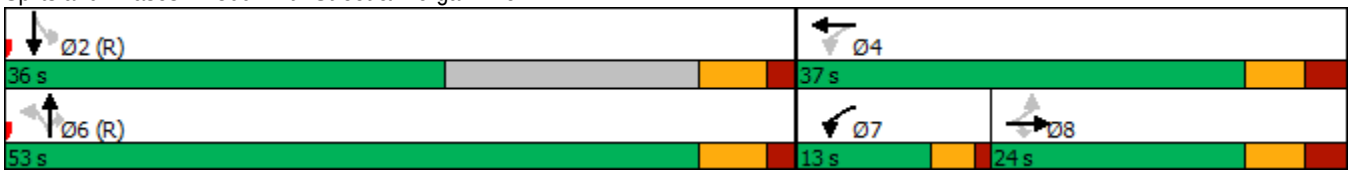


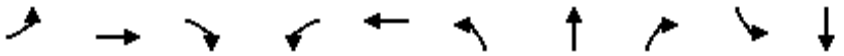
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	180	155	205	255	150	140	780	190	125	890	70
Future Volume (vph)	90	180	155	205	255	150	140	780	190	125	890	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.98	1.00	1.00	
Frt			0.850		0.945				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	4732	0	3388	5019	1553	3405	4982	0
Flt Permitted	0.496			0.504			0.250			0.320		
Satd. Flow (perm)	913	3505	1533	926	4732	0	891	5019	1527	1145	4982	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	3		6	6		3	7		7	7		7
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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	94	188	100	214	266	156	146	813	123	130	927	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	188	100	214	422	0	146	813	123	130	1000	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	15.6	15.6	15.6	31.6	28.6		47.9	47.9	47.9	47.9	47.9	
Actuated g/C Ratio	0.17	0.17	0.17	0.35	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.59	0.31	0.38	0.52	0.28		0.31	0.30	0.15	0.21	0.38	
Control Delay	54.1	37.0	40.5	26.8	23.4		9.9	8.1	7.9	12.5	13.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	54.1	37.0	40.5	26.8	23.4		9.9	8.1	7.9	12.5	13.0	
LOS	D	D	D	C	C		A	A	A	B	B	
Approach Delay		42.1			24.6			8.3			12.9	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

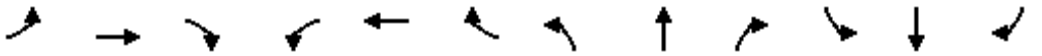




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	94	188	100	214	422	146	813	123	130	1000
v/c Ratio	0.59	0.31	0.38	0.52	0.28	0.31	0.30	0.15	0.21	0.38
Control Delay	54.1	37.0	40.5	26.8	23.4	9.9	8.1	7.9	12.5	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	37.0	40.5	26.8	23.4	9.9	8.1	7.9	12.5	13.0
Queue Length 50th (ft)	55	55	56	90	65	14	57	23	18	113
Queue Length 95th (ft)	#112	89	107	144	89	24	71	42	37	150
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	172	662	289	408	1577	474	2668	811	609	2649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.28	0.35	0.52	0.27	0.31	0.30	0.15	0.21	0.38

Intersection Summary

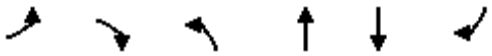
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	180	155	205	255	150	140	780	190	125	890	70
Future Volume (veh/h)	90	180	155	205	255	150	140	780	190	125	890	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1852	1852	1841	1858	1858	1858
Adj Flow Rate, veh/h	94	188	100	214	266	156	146	812	123	130	927	73
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, %	3	3	3	3	3	3	4	4	4	3	3	3
Cap, veh/h	239	588	256	381	1051	480	622	2725	827	714	2563	201
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	952	3526	1535	1767	3377	1544	1081	5057	1535	1153	4756	373
Grp Volume(v), veh/h	94	188	100	214	266	156	146	812	123	130	659	341
Grp Sat Flow(s),veh/h/ln	952	1763	1535	1767	1689	1544	541	1686	1535	576	1691	1747
Q Serve(g_s), s	8.7	4.6	5.7	8.8	5.3	7.0	6.4	5.2	2.3	5.9	10.0	10.1
Cycle Q Clear(g_c), s	8.7	4.6	5.7	8.8	5.3	7.0	16.5	5.2	2.3	11.1	10.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	239	588	256	381	1051	480	622	2725	827	714	1823	941
V/C Ratio(X)	0.39	0.32	0.39	0.56	0.25	0.32	0.23	0.30	0.15	0.18	0.36	0.36
Avail Cap(c_a), veh/h	260	666	290	381	1126	515	622	2725	827	714	1823	941
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	37.6	38.1	26.2	23.2	23.8	10.9	6.6	6.2	13.7	11.9	11.9
Incr Delay (d2), s/veh	0.4	0.1	0.4	1.9	0.0	0.1	0.8	0.3	0.4	0.6	0.6	1.1
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	3.9	3.7	4.0	6.9	3.7	4.5	1.2	2.9	1.4	1.4	6.4	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	37.7	38.5	28.1	23.2	23.9	11.7	6.9	6.6	14.2	12.4	13.0
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		382			636			1081			1130	
Approach Delay, s/veh		38.5			25.0			7.5			12.8	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		13.1		9.0		18.5	10.8	10.7				
Green Ext Time (p_c), s		7.2		1.4		8.9	0.0	0.6				

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

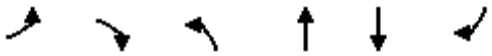


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	335	85	120	805	920	330
Future Volume (vph)	335	85	120	805	920	330
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.98	1.00			0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3372	4995	5036	1568
Flt Permitted	0.950		0.235			
Satd. Flow (perm)	3423	1556	833	4995	5036	1543
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						344
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	2	3	12			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	349	55	125	839	958	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	55	125	839	958	344
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.7	14.7	62.3	62.3	49.3	49.3
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.55	0.55
v/c Ratio	0.62	0.22	0.16	0.24	0.35	0.34
Control Delay	40.0	33.9	5.3	5.5	12.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.9	5.3	5.5	12.6	5.1
LOS	D	C	A	A	B	A
Approach Delay	39.2			5.5	10.6	
Approach LOS	D			A	B	

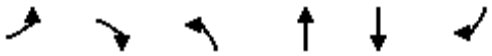
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	349	55	125	839	958	344
v/c Ratio	0.62	0.22	0.16	0.24	0.35	0.34
Control Delay	40.0	33.9	5.3	5.5	12.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.9	5.3	5.5	12.6	5.1
Queue Length 50th (ft)	96	28	9	54	135	65
Queue Length 95th (ft)	134	59	21	82	191	120
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	724	328	859	3460	2760	1001
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	0.48	0.17	0.15	0.24	0.35	0.34

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	335	85	120	805	920	330
Future Volume (veh/h)	335	85	120	805	920	330
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1844	1844	1856	1856
Adj Flow Rate, veh/h	349	55	125	839	958	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	461	211	882	3635	2944	
Arrive On Green	0.13	0.13	0.07	0.72	0.19	0.00
Sat Flow, veh/h	3456	1585	3406	5199	5233	1572
Grp Volume(v), veh/h	349	55	125	839	958	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1703	1678	1689	1572
Q Serve(g_s), s	8.8	2.8	1.1	5.0	14.7	0.0
Cycle Q Clear(g_c), s	8.8	2.8	1.1	5.0	14.7	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	461	211	882	3635	2944	
V/C Ratio(X)	0.76	0.26	0.14	0.23	0.33	
Avail Cap(c_a), veh/h	730	335	1007	3635	2944	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	37.6	35.0	6.6	4.2	21.2	0.0
Incr Delay (d2), s/veh	2.6	0.6	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	2.0	0.6	2.4	10.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.2	35.7	6.6	4.3	21.4	0.0
LnGrp LOS	D	D	A	A	C	
Approach Vol, veh/h	404			964	958	
Approach Delay, s/veh	39.6			4.6	21.4	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.7	58.3			71.0	19.0
Change Period (Y+Rc), s	6.0	6.0			6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0			58.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	16.7			7.0	10.8
Green Ext Time (p_c), s	0.1	7.2			6.9	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

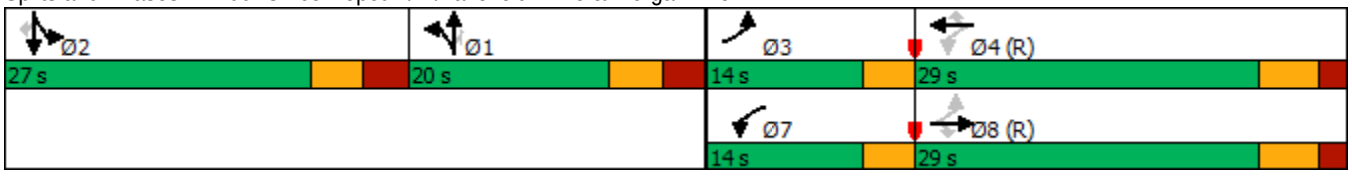
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	330	15	85	355	200	5	20	45	180	25	55
Future Volume (vph)	50	330	15	85	355	200	5	20	45	180	25	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.991		0.950	0.964	
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	0	1864	1599	1698	1723	1599
Flt Permitted	0.525			0.531				0.991		0.950	0.964	
Satd. Flow (perm)	967	3505	1531	988	3539	1558	0	1862	1574	1696	1721	1570
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			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%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	54	355	10	91	382	215	5	22	48	194	27	37
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	54	355	10	91	382	215	0	27	48	111	110	37
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	50.4	41.9	41.9	51.7	42.6	42.6		10.2	10.2	12.7	12.7	12.7
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.47	0.47		0.11	0.11	0.14	0.14	0.14
v/c Ratio	0.09	0.22	0.01	0.14	0.23	0.29		0.13	0.27	0.46	0.45	0.17
Control Delay	10.6	17.9	19.1	17.9	31.8	34.8		37.2	40.5	41.2	40.8	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	17.9	19.1	17.9	31.8	34.8		37.2	40.5	41.2	40.8	34.4
LOS	B	B	B	B	C	C		D	D	D	D	C
Approach Delay		17.0			30.9			39.3			40.1	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 28.9		Intersection LOS: C	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	355	10	91	382	215	27	48	111	110	37
v/c Ratio	0.09	0.22	0.01	0.14	0.23	0.29	0.13	0.27	0.46	0.45	0.17
Control Delay	10.6	17.9	19.1	17.9	31.8	34.8	37.2	40.5	41.2	40.8	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	17.9	19.1	17.9	31.8	34.8	37.2	40.5	41.2	40.8	34.4
Queue Length 50th (ft)	13	66	3	28	105	113	14	25	62	62	19
Queue Length 95th (ft)	34	116	15	m64	150	187	39	59	109	108	44
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	658	1631	712	678	1673	736	279	236	386	392	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.01	0.13	0.23	0.29	0.10	0.20	0.29	0.28	0.10

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 (vph)	50	330	15	85	355	200	5	20	45	180	25	55
Future Volume (vph)	50	330	15	85	355	200	5	20	45	180	25	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1752	3505	1534	1769	3539	1560		1864	1571	1698	1722	1564
Flt Permitted	0.53	1.00	1.00	0.53	1.00	1.00		0.99	1.00	0.95	0.96	1.00
Satd. Flow (perm)	969	3505	1534	990	3539	1560		1864	1571	1698	1722	1564
Peak-hour factor, PHF	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 (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	54	355	10	91	382	215	5	22	48	194	27	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	355	10	91	382	215	0	27	48	111	110	37
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	46.0	40.0	40.0	47.2	40.6	40.6		8.2	8.2	12.7	12.7	12.7
Effective Green, g (s)	46.0	40.0	40.0	47.2	40.6	40.6		8.2	8.2	12.7	12.7	12.7
Actuated g/C Ratio	0.51	0.44	0.44	0.52	0.45	0.45		0.09	0.09	0.14	0.14	0.14
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	547	1557	681	576	1596	703		169	143	239	242	220
v/s Ratio Prot	0.01	0.10		c0.01	0.11			0.01		c0.07	0.06	
v/s Ratio Perm	0.04		0.01	0.07		c0.14			c0.03			0.02
v/c Ratio	0.10	0.23	0.01	0.16	0.24	0.31		0.16	0.34	0.46	0.45	0.17
Uniform Delay, d1	11.1	15.5	14.0	10.7	15.2	15.7		37.7	38.3	35.5	35.5	34.0
Progression Factor	1.00	1.00	1.00	1.74	1.85	1.82		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.3	0.0	0.1	0.3	1.1		0.4	1.4	1.9	1.8	0.5
Delay (s)	11.2	15.8	14.0	18.7	28.5	29.6		38.2	39.7	37.5	37.3	34.5
Level of Service	B	B	B	B	C	C		D	D	D	D	C
Approach Delay (s)		15.2			27.5			39.2			37.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	555	1	0	640	0	20
Future Volume (vph)	555	1	0	640	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	617	1	0	711	0	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	618	0	0	711	0	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.7%		ICU Level of Service A	
Analysis Period (min) 15			

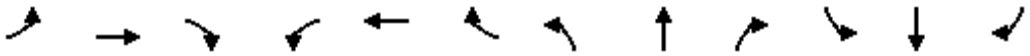
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	1	0	640	0	20
Future Vol, veh/h	555	1	0	640	0	20
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	617	1	0	711	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	311
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	688
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	687
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	687	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

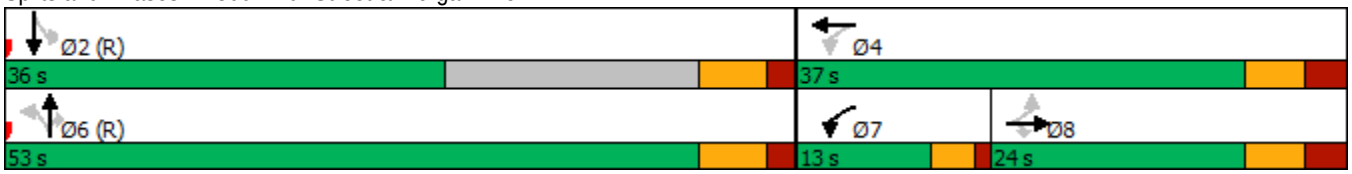


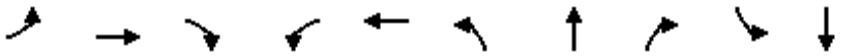
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	310	195	205	400	140	155	870	200	140	1205	85
Future Volume (vph)	70	310	195	205	400	140	155	870	200	140	1205	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	0.99		0.98	1.00	1.00		1.00		0.99	1.00	1.00	
Frt			0.850		0.961				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1770	4863	0	3421	5068	1568	3438	5036	0
Flt Permitted	0.430			0.420			0.154			0.284		
Satd. Flow (perm)	774	3438	1511	781	4863	0	554	5068	1546	1027	5036	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	7		3	3		7	13		3	3		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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	73	323	126	214	417	146	161	906	129	146	1255	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	323	126	214	563	0	161	906	129	146	1344	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	15.5	15.5	15.5	31.5	28.5		48.0	48.0	48.0	48.0	48.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.35	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.55	0.55	0.48	0.58	0.37		0.55	0.34	0.16	0.27	0.50	
Control Delay	49.1	36.1	39.1	28.6	24.5		17.7	8.5	8.2	13.3	14.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	49.1	36.1	39.1	28.6	24.5		17.7	8.5	8.2	13.3	14.3	
LOS	D	D	D	C	C		B	A	A	B	B	
Approach Delay		38.6			25.6			9.7			14.2	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

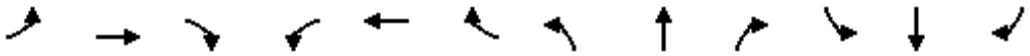




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	73	323	126	214	563	161	906	129	146	1344
v/c Ratio	0.55	0.55	0.48	0.58	0.37	0.55	0.34	0.16	0.27	0.50
Control Delay	49.1	36.1	39.1	28.6	24.5	17.7	8.5	8.2	13.3	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	36.1	39.1	28.6	24.5	17.7	8.5	8.2	13.3	14.3
Queue Length 50th (ft)	39	90	66	90	90	17	67	25	21	165
Queue Length 95th (ft)	#80	129	117	143	117	50	81	45	43	213
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	146	649	285	372	1621	295	2703	824	547	2685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.50	0.44	0.58	0.35	0.55	0.34	0.16	0.27	0.50

Intersection Summary

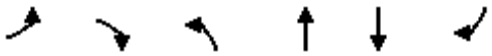
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	310	195	205	400	140	155	870	200	140	1205	85
Future Volume (veh/h)	70	310	195	205	400	140	155	870	200	140	1205	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1867	1867	1856	1873	1873	1873
Adj Flow Rate, veh/h	73	323	126	214	417	146	161	906	129	146	1255	89
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, %	5	5	5	2	2	2	3	3	3	2	2	2
Cap, veh/h	217	578	251	329	1171	391	457	2747	831	660	2604	185
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	822	3469	1508	1781	3763	1256	786	5098	1542	1056	4833	343
Grp Volume(v), veh/h	73	323	126	214	375	188	161	906	129	146	885	459
Grp Sat Flow(s),veh/h/ln	822	1735	1508	1781	1702	1615	393	1699	1542	528	1705	1766
Q Serve(g_s), s	7.8	8.2	7.3	8.7	7.7	8.2	12.6	5.9	2.4	7.6	14.6	14.6
Cycle Q Clear(g_c), s	7.8	8.2	7.3	8.7	7.7	8.2	27.2	5.9	2.4	13.5	14.6	14.6
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	217	578	251	329	1059	502	457	2747	831	660	1837	952
V/C Ratio(X)	0.34	0.56	0.50	0.65	0.35	0.37	0.35	0.33	0.16	0.22	0.48	0.48
Avail Cap(c_a), veh/h	235	655	285	329	1135	538	457	2747	831	660	1837	952
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	39.3	38.9	26.6	24.0	24.2	14.7	6.7	6.2	14.5	12.9	12.9
Incr Delay (d2), s/veh	0.3	0.3	0.6	4.5	0.1	0.2	2.0	0.3	0.4	0.8	0.9	1.7
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	3.0	6.7	5.2	7.2	5.5	5.5	1.9	3.3	1.5	1.7	9.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	39.6	39.5	31.1	24.1	24.3	16.7	7.0	6.6	15.3	13.8	14.7
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		522			777			1196			1490	
Approach Delay, s/veh		39.6			26.1			8.3			14.2	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		16.6		10.2		29.2	10.7	10.2				
Green Ext Time (p_c), s		8.2		1.9		8.7	0.0	0.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

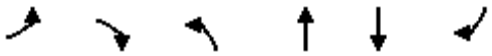


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	335	95	105	930	1165	440
Future Volume (vph)	335	95	105	930	1165	440
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	1553	3438	5093	5085	1583
Flt Permitted	0.950		0.173			
Satd. Flow (perm)	3362	1530	626	5093	5085	1560
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						387
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	345	61	108	959	1201	454
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	61	108	959	1201	454
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.7	14.7	62.3	62.3	51.9	51.9
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.58	0.58
v/c Ratio	0.63	0.24	0.17	0.27	0.41	0.43
Control Delay	40.2	34.4	5.4	5.7	11.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	34.4	5.4	5.7	11.6	5.7
LOS	D	C	A	A	B	A
Approach Delay	39.3			5.7	10.0	
Approach LOS	D			A	A	

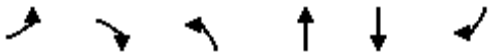
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	345	61	108	959	1201	454
v/c Ratio	0.63	0.24	0.17	0.27	0.41	0.43
Control Delay	40.2	34.4	5.4	5.7	11.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	34.4	5.4	5.7	11.6	5.7
Queue Length 50th (ft)	95	31	8	64	183	106
Queue Length 95th (ft)	132	64	18	95	249	188
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	710	323	745	3525	2932	1063
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	0.49	0.19	0.14	0.27	0.41	0.43

Intersection Summary



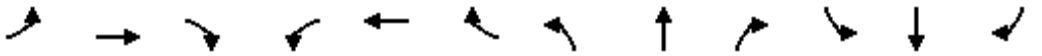
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	335	95	105	930	1165	440
Future Volume (veh/h)	335	95	105	930	1165	440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1873	1873	1870	1870
Adj Flow Rate, veh/h	345	61	108	959	1201	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	453	208	785	3694	2977	
Arrive On Green	0.13	0.13	0.07	0.72	0.39	0.00
Sat Flow, veh/h	3401	1560	3461	5283	5274	1585
Grp Volume(v), veh/h	345	61	108	959	1201	0
Grp Sat Flow(s),veh/h/ln	1700	1560	1731	1705	1702	1585
Q Serve(g_s), s	8.8	3.2	0.9	5.8	15.3	0.0
Cycle Q Clear(g_c), s	8.8	3.2	0.9	5.8	15.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	453	208	785	3694	2977	
V/C Ratio(X)	0.76	0.29	0.14	0.26	0.40	
Avail Cap(c_a), veh/h	718	329	918	3694	2977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.00
Uniform Delay (d), s/veh	37.6	35.2	6.7	4.3	16.1	0.0
Incr Delay (d2), s/veh	2.7	0.8	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	2.2	0.5	2.8	10.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.3	36.0	6.7	4.4	16.4	0.0
LnGrp LOS	D	D	A	A	B	
Approach Vol, veh/h	406			1067	1201	
Approach Delay, s/veh	39.6			4.7	16.4	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	58.5				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	17.3				7.8	10.8
Green Ext Time (p_c), s	0.1	9.3				8.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

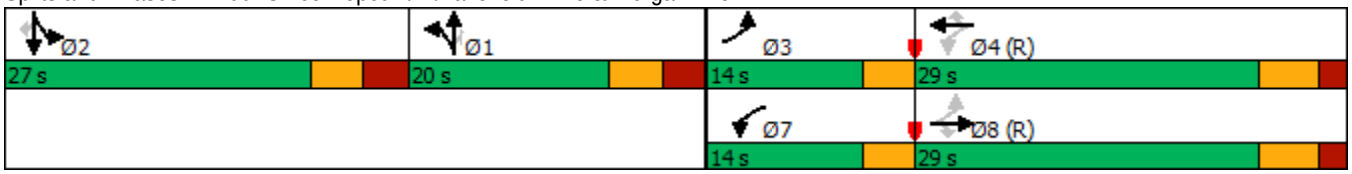


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	215	10	110	215	140	5	20	70	130	35	35
Future Volume (vph)	60	215	10	110	215	140	5	20	70	130	35	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.990		0.950	0.972	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1844	1583	1665	1703	1568
Flt Permitted	0.611			0.595				0.990		0.950	0.972	
Satd. Flow (perm)	1136	3539	1540	1105	3539	1558	0	1843	1559	1663	1702	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	63	226	7	116	226	147	5	21	74	137	37	23
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	63	226	7	116	226	147	0	26	74	86	88	23
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	53.5	46.1	46.1	55.6	47.1	47.1		10.9	10.9	11.8	11.8	11.8
Actuated g/C Ratio	0.59	0.51	0.51	0.62	0.52	0.52		0.12	0.12	0.13	0.13	0.13
v/c Ratio	0.09	0.12	0.01	0.16	0.12	0.18		0.12	0.39	0.39	0.39	0.11
Control Delay	10.6	17.6	19.9	6.8	13.8	15.4		35.8	42.5	40.7	40.5	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	17.6	19.9	6.8	13.8	15.4		35.8	42.5	40.7	40.5	34.5
LOS	B	B	B	A	B	B		D	D	D	D	C
Approach Delay		16.2			12.6			40.7			39.9	
Approach LOS		B			B			D			D	

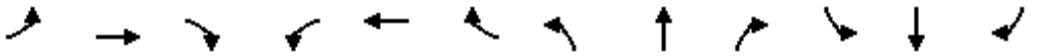
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	226	7	116	226	147	26	74	86	88	23
v/c Ratio	0.09	0.12	0.01	0.16	0.12	0.18	0.12	0.39	0.39	0.39	0.11
Control Delay	10.6	17.6	19.9	6.8	13.8	15.4	35.8	42.5	40.7	40.5	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	17.6	19.9	6.8	13.8	15.4	35.8	42.5	40.7	40.5	34.5
Queue Length 50th (ft)	14	40	2	21	32	41	14	40	48	49	12
Queue Length 95th (ft)	39	79	13	54	65	95	36	79	90	92	33
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	777	1811	788	778	1853	815	276	233	379	387	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.01	0.15	0.12	0.18	0.09	0.32	0.23	0.23	0.07

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	215	10	110	215	140	5	20	70	130	35	35
Future Volume (vph)	60	215	10	110	215	140	5	20	70	130	35	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1768	3539	1545	1768	3539	1561		1845	1556	1665	1703	1542
Flt Permitted	0.61	1.00	1.00	0.59	1.00	1.00		0.99	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1137	3539	1545	1107	3539	1561		1845	1556	1665	1703	1542
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	63	226	7	116	226	147	5	21	74	137	37	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	226	7	116	226	147	0	26	74	86	88	23
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	47.7	41.6	41.6	49.9	42.7	42.7		8.9	8.9	9.8	9.8	9.8
Effective Green, g (s)	47.7	41.6	41.6	49.9	42.7	42.7		8.9	8.9	9.8	9.8	9.8
Actuated g/C Ratio	0.53	0.46	0.46	0.55	0.47	0.47		0.10	0.10	0.11	0.11	0.11
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	645	1635	714	666	1679	740		182	153	181	185	167
v/s Ratio Prot	0.01	0.06		c0.01	0.06			0.01		0.05	c0.05	
v/s Ratio Perm	0.05		0.00	0.08		c0.09			c0.05			0.01
v/c Ratio	0.10	0.14	0.01	0.17	0.13	0.20		0.14	0.48	0.48	0.48	0.14
Uniform Delay, d1	10.3	13.9	13.1	9.6	13.3	13.7		37.1	38.4	37.7	37.7	36.3
Progression Factor	1.00	1.00	1.00	0.64	0.83	0.83		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	0.1	0.2	0.6		0.4	2.4	2.7	2.6	0.5
Delay (s)	10.4	14.1	13.1	6.3	11.2	12.0		37.4	40.8	40.4	40.3	36.8
Level of Service	B	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		13.3			10.2			39.9			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	415	1	0	465	0	35
Future Volume (vph)	415	1	0	465	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	466	1	0	522	0	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	522	0	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.9%		ICU Level of Service A	
Analysis Period (min) 15			

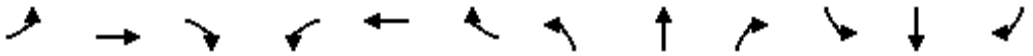
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	415	1	0	465	0	35
Future Vol, veh/h	415	1	0	465	0	35
Conflicting Peds, #/hr	0	1	1	0	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	466	1	0	522	0	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	236
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	769
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	768
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	768	-	-	-
HCM Lane V/C Ratio	0.051	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

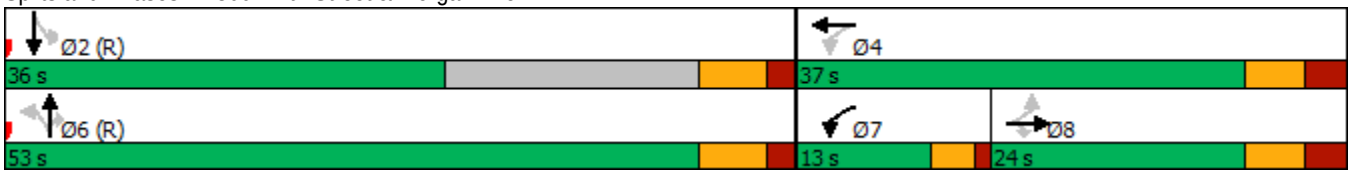


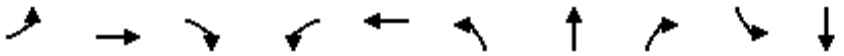
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	195	170	170	235	120	155	845	205	100	920	75
Future Volume (vph)	85	195	170	170	235	120	155	845	205	100	920	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.949				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1787	4847	0	3489	5168	1599	3438	5030	0
Flt Permitted	0.528			0.498			0.245			0.301		
Satd. Flow (perm)	980	3539	1555	935	4847	0	899	5168	1576	1089	5030	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	4		3	3		4	10		3	3		10
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	87	199	108	173	240	122	158	862	130	102	939	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	199	108	173	362	0	158	862	130	102	1016	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	15.4	15.4	15.4	31.2	28.2		48.3	48.3	48.3	48.3	48.3	
Actuated g/C Ratio	0.17	0.17	0.17	0.35	0.31		0.54	0.54	0.54	0.54	0.54	
v/c Ratio	0.52	0.33	0.41	0.42	0.24		0.33	0.31	0.15	0.17	0.38	
Control Delay	52.9	41.8	45.3	24.7	23.2		9.7	7.8	7.7	12.0	12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.9	41.8	45.3	24.7	23.2		9.7	7.8	7.7	12.0	12.7	
LOS	D	D	D	C	C		A	A	A	B	B	
Approach Delay		45.2			23.7			8.1			12.7	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			

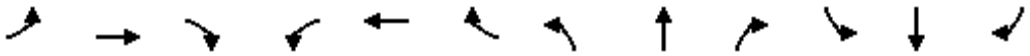
Splits and Phases: 300: 27th Street & Morgan Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	87	199	108	173	362	158	862	130	102	1016
v/c Ratio	0.52	0.33	0.41	0.42	0.24	0.33	0.31	0.15	0.17	0.38
Control Delay	52.9	41.8	45.3	24.7	23.2	9.7	7.8	7.7	12.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	41.8	45.3	24.7	23.2	9.7	7.8	7.7	12.0	12.7
Queue Length 50th (ft)	51	60	62	71	55	15	60	24	14	115
Queue Length 95th (ft)	101	94	114	117	77	25	73	43	30	152
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	185	668	293	409	1615	482	2772	845	583	2698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.30	0.37	0.42	0.22	0.33	0.31	0.15	0.17	0.38

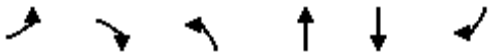
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	195	170	170	235	120	155	845	205	100	920	75
Future Volume (veh/h)	85	195	170	170	235	120	155	845	205	100	920	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1885	1885	1885	1897	1897	1885	1873	1873	1873
Adj Flow Rate, veh/h	87	199	108	173	240	122	158	862	130	102	939	77
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	249	592	259	376	1058	484	628	2806	850	690	2587	212
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	1015	3554	1553	1795	3431	1571	1091	5179	1569	1100	4776	391
Grp Volume(v), veh/h	87	199	108	173	240	122	158	862	130	102	670	346
Grp Sat Flow(s),veh/h/ln	1015	1777	1553	1795	1716	1571	545	1726	1569	550	1705	1757
Q Serve(g_s), s	7.5	4.9	6.1	6.9	4.7	5.2	6.9	5.4	2.3	4.8	10.1	10.1
Cycle Q Clear(g_c), s	7.5	4.9	6.1	6.9	4.7	5.2	17.1	5.4	2.3	10.1	10.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	249	592	259	376	1058	484	628	2806	850	690	1847	952
V/C Ratio(X)	0.35	0.34	0.42	0.46	0.23	0.25	0.25	0.31	0.15	0.15	0.36	0.36
Avail Cap(c_a), veh/h	272	671	293	381	1144	524	628	2806	850	690	1847	952
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	37.7	38.3	25.7	23.2	23.3	10.8	6.5	6.1	13.3	11.8	11.8
Incr Delay (d2), s/veh	0.3	0.1	0.4	0.9	0.0	0.1	0.9	0.3	0.4	0.5	0.6	1.1
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	3.6	3.9	4.3	5.3	3.4	3.5	1.3	3.1	1.4	1.1	6.5	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	37.9	38.7	26.6	23.2	23.4	11.7	6.8	6.4	13.8	12.3	12.8
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		394			535			1150			1118	
Approach Delay, s/veh		38.4			24.3			7.4			12.6	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.3		34.7		55.3	12.7	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.1		7.2		19.1	8.9	9.5				
Green Ext Time (p_c), s		7.4		1.2		9.5	0.0	0.6				

Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									

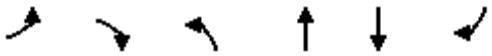


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	380	95	120	855	965	295
Future Volume (vph)	380	95	120	855	965	295
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1599	3473	5144	5085	1583
Flt Permitted	0.950		0.206			
Satd. Flow (perm)	3462	1576	753	5144	5085	1563
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						313
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
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
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	413	64	130	929	1049	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	64	130	929	1049	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.7	15.7	61.3	61.3	48.3	48.3
Actuated g/C Ratio	0.17	0.17	0.68	0.68	0.54	0.54
v/c Ratio	0.68	0.23	0.18	0.27	0.38	0.33
Control Delay	40.6	33.1	5.8	6.1	13.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	33.1	5.8	6.1	13.8	5.3
LOS	D	C	A	A	B	A
Approach Delay	39.6			6.0	11.8	
Approach LOS	D			A	B	

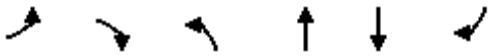
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	413	64	130	929	1049	321
v/c Ratio	0.68	0.23	0.18	0.27	0.38	0.33
Control Delay	40.6	33.1	5.8	6.1	13.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	33.1	5.8	6.1	13.8	5.3
Queue Length 50th (ft)	114	32	11	65	156	53
Queue Length 95th (ft)	156	65	22	94	208	111
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	731	332	815	3502	2727	983
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	0.56	0.19	0.16	0.27	0.38	0.33

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	95	120	855	965	295
Future Volume (veh/h)	380	95	120	855	965	295
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1888	1888	1870	1870
Adj Flow Rate, veh/h	413	64	130	929	1049	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	516	236	828	3647	2891	
Arrive On Green	0.15	0.15	0.07	0.71	0.19	0.00
Sat Flow, veh/h	3483	1598	3489	5325	5274	1585
Grp Volume(v), veh/h	413	64	130	929	1049	0
Grp Sat Flow(s),veh/h/ln	1742	1598	1744	1718	1702	1585
Q Serve(g_s), s	10.3	3.2	1.2	5.8	16.1	0.0
Cycle Q Clear(g_c), s	10.3	3.2	1.2	5.8	16.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	516	236	828	3647	2891	
V/C Ratio(X)	0.80	0.27	0.16	0.25	0.36	
Avail Cap(c_a), veh/h	735	337	955	3647	2891	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.00
Uniform Delay (d), s/veh	37.1	34.0	7.4	4.7	22.4	0.0
Incr Delay (d2), s/veh	4.2	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	2.3	0.6	3.0	11.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.3	34.6	7.4	4.9	22.8	0.0
LnGrp LOS	D	C	A	A	C	
Approach Vol, veh/h	477			1059	1049	
Approach Delay, s/veh	40.4			5.2	22.8	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	57.0				69.7	20.3
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	18.1				7.8	12.3
Green Ext Time (p_c), s	0.1	7.8				7.8	1.0

Intersection Summary			
HCM 6th Ctrl Delay		18.8	
HCM 6th LOS		B	

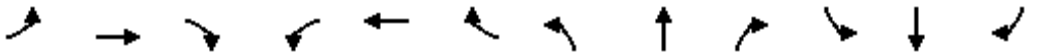
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix C
Build Traffic
Peak Hour Analysis Outputs

Build Traffic

Build (Sensitivity Analysis) Traffic

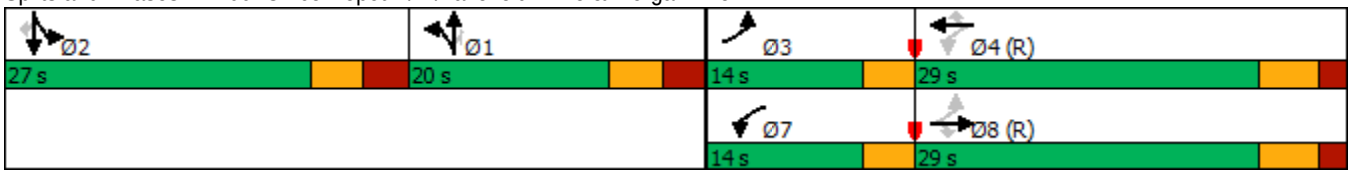


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.979		0.950	0.975	
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1824	1583	1649	1692	1553
Flt Permitted	0.608			0.533				0.979		0.950	0.975	
Satd. Flow (perm)	1109	3471	1517	973	3471	1529	0	1822	1553	1643	1689	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	56	275	17	230	230	157	17	22	79	107	34	14
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	56	275	17	230	230	157	0	39	79	70	71	14
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	50.3	40.4	40.4	57.8	47.8	47.8		11.1	11.1	11.1	11.1	11.1
Actuated g/C Ratio	0.56	0.45	0.45	0.64	0.53	0.53		0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.08	0.18	0.02	0.32	0.12	0.19		0.17	0.41	0.34	0.34	0.07
Control Delay	10.5	19.9	21.9	9.5	14.6	16.4		36.6	42.9	40.6	40.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	19.9	21.9	9.5	14.6	16.4		36.6	42.9	40.6	40.4	34.9
LOS	B	B	C	A	B	B		D	D	D	D	C
Approach Delay		18.5			13.2			40.8			40.0	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	275	17	230	230	157	39	79	70	71	14
v/c Ratio	0.08	0.18	0.02	0.32	0.12	0.19	0.17	0.41	0.34	0.34	0.07
Control Delay	10.5	19.9	21.9	9.5	14.6	16.4	36.6	42.9	40.6	40.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	19.9	21.9	9.5	14.6	16.4	36.6	42.9	40.6	40.4	34.9
Queue Length 50th (ft)	12	52	6	35	37	50	21	43	40	40	7
Queue Length 95th (ft)	34	100	23	121	70	105	48	82	78	80	24
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	731	1558	681	730	1844	812	275	233	375	385	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.18	0.02	0.32	0.12	0.19	0.14	0.34	0.19	0.18	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1735	3471	1519	1735	3471	1532		1823	1547	1649	1692	1526
Flt Permitted	0.61	1.00	1.00	0.53	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1111	3471	1519	974	3471	1532		1823	1547	1649	1692	1526
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	56	275	17	230	230	157	17	22	79	107	34	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	56	275	17	230	230	157	0	39	79	70	71	14
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	43.8	37.8	37.8	52.8	43.3	43.3		9.1	9.1	9.1	9.1	9.1
Effective Green, g (s)	43.8	37.8	37.8	52.8	43.3	43.3		9.1	9.1	9.1	9.1	9.1
Actuated g/C Ratio	0.49	0.42	0.42	0.59	0.48	0.48		0.10	0.10	0.10	0.10	0.10
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	582	1457	637	668	1669	737		184	156	166	171	154
v/s Ratio Prot	0.01	0.08		c0.04	0.07			0.02		c0.04	0.04	
v/s Ratio Perm	0.04		0.01	c0.16		0.10			c0.05			0.01
v/c Ratio	0.10	0.19	0.03	0.34	0.14	0.21		0.21	0.51	0.42	0.42	0.09
Uniform Delay, d1	12.3	16.4	15.3	8.9	13.0	13.5		37.2	38.3	38.0	38.0	36.7
Progression Factor	1.00	1.00	1.00	0.86	0.91	0.92		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.3	0.1	0.3	0.2	0.6		0.6	2.6	2.4	2.2	0.4
Delay (s)	12.3	16.7	15.4	8.0	12.0	13.0		37.7	40.9	40.3	40.2	37.0
Level of Service	B	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		16.0			10.8			39.9			40.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	410	1	0	550	0	95
Future Volume (vph)	410	1	0	550	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3471	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3471	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	2
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	427	1	0	573	0	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	573	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

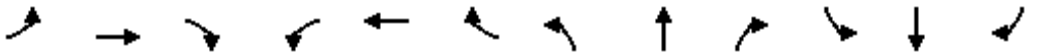
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	1	0	550	0	95
Future Vol, veh/h	410	1	0	550	0	95
Conflicting Peds, #/hr	0	1	1	0	1	2
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	96	96	96	96	96	96
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	427	1	0	573	0	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	217
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	791
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	789
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.125	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

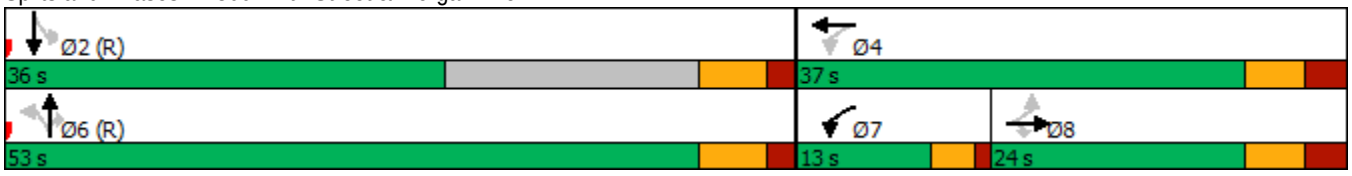


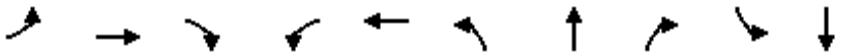
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.98	1.00	1.00	
Frt			0.850		0.946				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	4738	0	3388	5019	1553	3405	4954	0
Flt Permitted	0.491			0.506			0.244			0.328		
Satd. Flow (perm)	903	3505	1533	930	4738	0	869	5019	1527	1173	4954	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	3		6	6		3	7		7	7		7
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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	130	193	126	214	276	156	188	792	123	130	906	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	193	126	214	432	0	188	792	123	130	1015	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.80	0.31	0.46	0.52	0.28		0.41	0.30	0.15	0.21	0.39	
Control Delay	73.3	36.1	41.5	26.1	23.0		11.9	8.3	8.1	12.8	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	73.3	36.1	41.5	26.1	23.0		11.9	8.3	8.1	12.8	13.4	
LOS	E	D	D	C	C		B	A	A	B	B	
Approach Delay		48.4			24.1			8.9			13.3	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

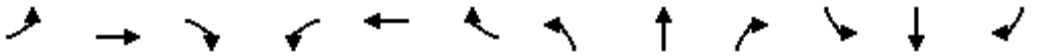




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	130	193	126	214	432	188	792	123	130	1015
v/c Ratio	0.80	0.31	0.46	0.52	0.28	0.41	0.30	0.15	0.21	0.39
Control Delay	73.3	36.1	41.5	26.1	23.0	11.9	8.3	8.1	12.8	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	36.1	41.5	26.1	23.0	11.9	8.3	8.1	12.8	13.4
Queue Length 50th (ft)	77	56	72	86	65	19	56	24	19	121
Queue Length 95th (ft)	#173	90	129	144	91	40	69	42	37	153
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	170	662	289	415	1579	456	2637	802	616	2603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.29	0.44	0.52	0.27	0.41	0.30	0.15	0.21	0.39

Intersection Summary

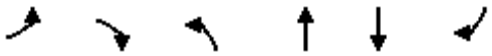
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1852	1852	1841	1858	1858	1858
Adj Flow Rate, veh/h	130	193	126	214	276	156	188	792	123	130	906	109
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, %	3	3	3	3	3	3	4	4	4	3	3	3
Cap, veh/h	237	588	256	376	1051	480	612	2725	827	793	2452	294
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	943	3526	1535	1767	3377	1544	1066	5057	1535	1174	4550	545
Grp Volume(v), veh/h	130	193	126	214	276	156	188	792	123	130	673	342
Grp Sat Flow(s),veh/h/ln	943	1763	1535	1767	1689	1544	533	1686	1535	587	1691	1713
Q Serve(g_s), s	12.3	4.7	7.2	8.8	5.5	7.0	5.0	0.0	0.0	5.2	10.3	10.4
Cycle Q Clear(g_c), s	12.3	4.7	7.2	8.8	5.5	7.0	15.4	0.0	0.0	5.2	10.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	237	588	256	376	1051	480	612	2725	827	793	1823	923
V/C Ratio(X)	0.55	0.33	0.49	0.57	0.26	0.32	0.31	0.29	0.15	0.16	0.37	0.37
Avail Cap(c_a), veh/h	258	666	290	376	1126	515	612	2725	827	793	1823	923
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	37.7	38.8	26.2	23.3	23.8	1.6	0.0	0.0	10.8	11.9	12.0
Incr Delay (d2), s/veh	0.8	0.1	0.5	2.0	0.0	0.1	1.2	0.3	0.4	0.4	0.6	1.1
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	5.7	3.8	5.2	6.9	3.9	4.5	0.2	0.1	0.1	1.2	6.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	37.8	39.4	28.2	23.3	23.9	2.9	0.3	0.4	11.2	12.5	13.1
LnGrp LOS	D	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		449			646			1103			1145	
Approach Delay, s/veh		39.5			25.1			0.7			12.5	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.4		9.0		17.4	10.8	14.3				
Green Ext Time (p_c), s		7.5		1.4		9.5	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

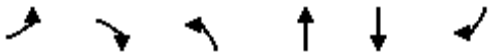


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	85	120	820	935	335
Future Volume (vph)	340	85	120	820	935	335
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.98	1.00			0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3372	4995	5036	1568
Flt Permitted	0.950		0.230			
Satd. Flow (perm)	3423	1556	815	4995	5036	1543
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						349
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	2	3	12			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	354	55	125	854	974	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	55	125	854	974	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.8	14.8	62.2	62.2	49.2	49.2
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.55	0.55
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	13.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	13.0	4.9
LOS	D	C	A	A	B	A
Approach Delay	39.2			5.6	10.8	
Approach LOS	D			A	B	

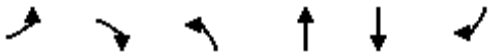
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	55	125	854	974	349
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	13.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	13.0	4.9
Queue Length 50th (ft)	97	28	9	56	141	66
Queue Length 95th (ft)	136	59	21	84	196	115
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	724	328	847	3454	2755	1002
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	0.49	0.17	0.15	0.25	0.35	0.35

Intersection Summary



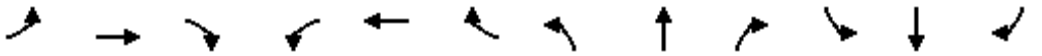
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	85	120	820	935	335
Future Volume (veh/h)	340	85	120	820	935	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1844	1844	1856	1856
Adj Flow Rate, veh/h	354	55	125	854	974	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	461	211	871	3635	2944	
Arrive On Green	0.13	0.13	0.07	0.72	0.19	0.00
Sat Flow, veh/h	3456	1585	3406	5199	5233	1572
Grp Volume(v), veh/h	354	55	125	854	974	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1703	1678	1689	1572
Q Serve(g_s), s	8.9	2.8	1.1	5.1	14.9	0.0
Cycle Q Clear(g_c), s	8.9	2.8	1.1	5.1	14.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	461	211	871	3635	2944	
V/C Ratio(X)	0.77	0.26	0.14	0.23	0.33	
Avail Cap(c_a), veh/h	730	335	997	3635	2944	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.00
Uniform Delay (d), s/veh	37.7	35.0	6.6	4.2	21.3	0.0
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.0	0.6	2.5	10.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	35.7	6.7	4.3	21.5	0.0
LnGrp LOS	D	D	A	A	C	
Approach Vol, veh/h	409			979	974	
Approach Delay, s/veh	39.8			4.6	21.5	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	58.3				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	16.9				7.1	10.9
Green Ext Time (p_c), s	0.1	7.3				7.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

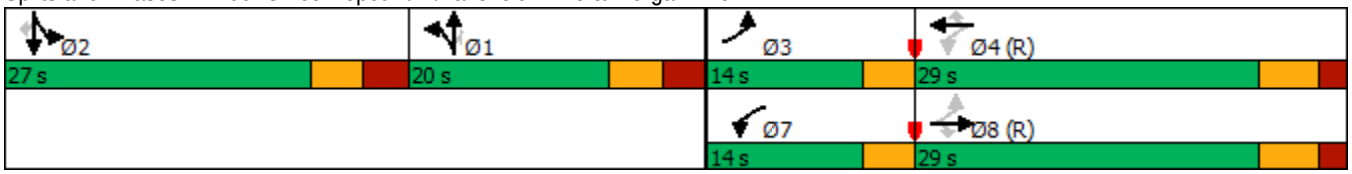


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950	0.965	
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	0	1840	1599	1698	1725	1599
Flt Permitted	0.531			0.495				0.978		0.950	0.965	
Satd. Flow (perm)	978	3505	1531	921	3539	1558	0	1834	1574	1696	1723	1570
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			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%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	54	344	20	183	371	215	22	27	75	194	32	37
Shared Lane Traffic (%)										42%		
Lane Group Flow (vph)	54	344	20	183	371	215	0	49	75	113	113	37
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	46.9	36.9	36.9	52.5	41.7	41.7		10.9	10.9	12.8	12.8	12.8
Actuated g/C Ratio	0.52	0.41	0.41	0.58	0.46	0.46		0.12	0.12	0.14	0.14	0.14
v/c Ratio	0.09	0.24	0.03	0.29	0.23	0.30		0.22	0.39	0.47	0.46	0.17
Control Delay	11.6	20.9	22.2	17.9	30.1	33.1		37.7	42.5	41.2	40.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	20.9	22.2	17.9	30.1	33.1		37.7	42.5	41.2	40.9	34.2
LOS	B	C	C	B	C	C		D	D	D	D	C
Approach Delay		19.8			28.0			40.6			40.1	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	344	20	183	371	215	49	75	113	113	37
v/c Ratio	0.09	0.24	0.03	0.29	0.23	0.30	0.22	0.39	0.47	0.46	0.17
Control Delay	11.6	20.9	22.2	17.9	30.1	33.1	37.7	42.5	41.2	40.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	20.9	22.2	17.9	30.1	33.1	37.7	42.5	41.2	40.9	34.2
Queue Length 50th (ft)	13	67	7	53	96	110	26	41	63	63	19
Queue Length 95th (ft)	36	124	27	m116	147	m185	57	81	111	111	44
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	632	1437	628	649	1639	722	276	236	386	392	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.24	0.03	0.28	0.23	0.30	0.18	0.32	0.29	0.29	0.10

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 (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1751	3505	1533	1769	3539	1560		1840	1571	1698	1725	1564
Flt Permitted	0.53	1.00	1.00	0.50	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	979	3505	1533	923	3539	1560		1840	1571	1698	1725	1564
Peak-hour factor, PHF	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 (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	54	344	20	183	371	215	22	27	75	194	32	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	344	20	183	371	215	0	49	75	113	113	37
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	41.7	35.7	35.7	49.3	39.8	39.8		8.9	8.9	12.8	12.8	12.8
Effective Green, g (s)	41.7	35.7	35.7	49.3	39.8	39.8		8.9	8.9	12.8	12.8	12.8
Actuated g/C Ratio	0.46	0.40	0.40	0.55	0.44	0.44		0.10	0.10	0.14	0.14	0.14
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	505	1390	608	600	1565	689		181	155	241	245	222
v/s Ratio Prot	0.01	0.10		c0.03	0.10			0.03		c0.07	0.07	
v/s Ratio Perm	0.04		0.01	0.13		c0.14			c0.05			0.02
v/c Ratio	0.11	0.25	0.03	0.30	0.24	0.31		0.27	0.48	0.47	0.46	0.17
Uniform Delay, d1	13.4	18.2	16.6	10.4	15.6	16.2		37.5	38.4	35.5	35.4	33.9
Progression Factor	1.00	1.00	1.00	1.55	1.67	1.64		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4	0.1	0.3	0.3	1.1		0.8	2.4	2.0	1.9	0.5
Delay (s)	13.5	18.6	16.7	16.3	26.4	27.7		38.4	40.7	37.4	37.3	34.4
Level of Service	B	B	B	B	C	C		D	D	D	D	C
Approach Delay (s)		17.8			24.3			39.8			37.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	570	1	0	715	0	80
Future Volume (vph)	570	1	0	715	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	633	1	0	794	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	634	0	0	794	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

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

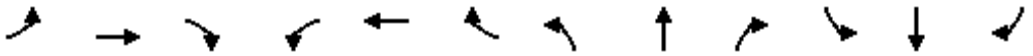
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	1	0	715	0	80
Future Vol, veh/h	570	1	0	715	0	80
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	633	1	0	794	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	319
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	680
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	679
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	679	-	-	-
HCM Lane V/C Ratio	0.131	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

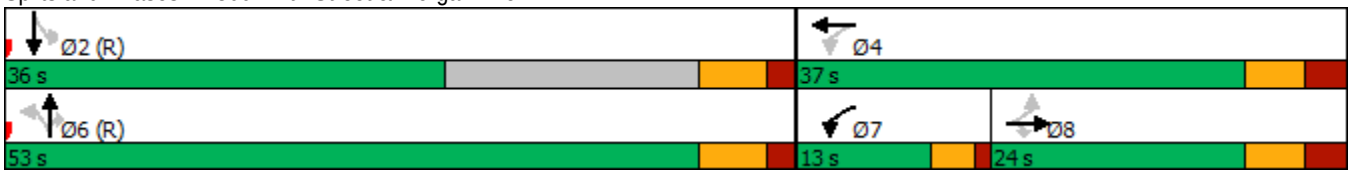


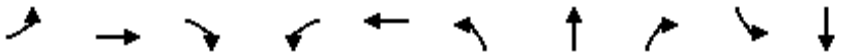
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	0.99		0.98	1.00	1.00		1.00		0.99	1.00	1.00	
Frt			0.850		0.961				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1770	4863	0	3421	5068	1568	3438	5013	0
Flt Permitted	0.428			0.421			0.149			0.288		
Satd. Flow (perm)	771	3438	1511	783	4863	0	536	5068	1546	1042	5013	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	7		3	3		7	13		3	3		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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	104	328	152	214	422	146	198	891	129	146	1234	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	328	152	214	568	0	198	891	129	146	1359	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.75	0.53	0.56	0.57	0.36		0.70	0.33	0.16	0.27	0.52	
Control Delay	64.6	33.4	38.7	27.6	23.9		27.5	8.8	8.5	13.7	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.6	33.4	38.7	27.6	23.9		27.5	8.8	8.5	13.7	14.9	
LOS	E	C	D	C	C		C	A	A	B	B	
Approach Delay		40.3			24.9			11.8			14.8	
Approach LOS		D			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

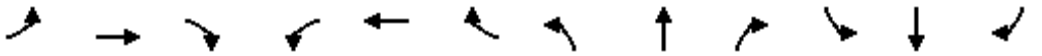




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	328	152	214	568	198	891	129	146	1359
v/c Ratio	0.75	0.53	0.56	0.57	0.36	0.70	0.33	0.16	0.27	0.52
Control Delay	64.6	33.4	38.7	27.6	23.9	27.5	8.8	8.5	13.7	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	33.4	38.7	27.6	23.9	27.5	8.8	8.5	13.7	14.9
Queue Length 50th (ft)	50	81	72	86	88	37	65	26	22	178
Queue Length 95th (ft)	#134	132	138	143	118	#107	80	45	43	217
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	145	649	285	378	1621	281	2663	812	547	2634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.51	0.53	0.57	0.35	0.70	0.33	0.16	0.27	0.52

Intersection Summary

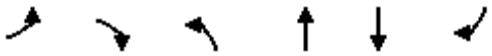
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1867	1867	1856	1873	1873	1873
Adj Flow Rate, veh/h	104	328	152	214	422	146	198	891	129	146	1234	125
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, %	5	5	5	2	2	2	3	3	3	2	2	2
Cap, veh/h	216	578	251	326	1174	388	450	2747	831	668	2520	255
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	819	3469	1508	1781	3775	1246	775	5098	1542	1071	4675	474
Grp Volume(v), veh/h	104	328	152	214	379	189	198	891	129	146	900	459
Grp Sat Flow(s),veh/h/ln	819	1735	1508	1781	1702	1617	388	1699	1542	536	1705	1739
Q Serve(g_s), s	11.3	8.3	8.9	8.7	7.8	8.2	17.5	5.8	2.4	7.5	14.9	14.9
Cycle Q Clear(g_c), s	11.3	8.3	8.9	8.7	7.8	8.2	32.4	5.8	2.4	13.3	14.9	14.9
Prop In Lane	1.00		1.00	1.00		0.77	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	216	578	251	326	1059	503	450	2747	831	668	1837	937
V/C Ratio(X)	0.48	0.57	0.60	0.66	0.36	0.38	0.44	0.32	0.16	0.22	0.49	0.49
Avail Cap(c_a), veh/h	235	655	285	326	1135	539	450	2747	831	668	1837	937
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	39.4	39.6	26.6	24.0	24.2	16.1	6.7	6.2	14.4	13.0	13.0
Incr Delay (d2), s/veh	0.6	0.3	1.5	4.7	0.1	0.2	2.9	0.3	0.4	0.8	0.9	1.8
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	4.5	6.8	6.5	7.3	5.5	5.6	2.6	3.2	1.5	1.7	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	39.7	41.2	31.4	24.1	24.4	19.1	7.0	6.6	15.1	13.9	14.8
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		584			782			1218			1505	
Approach Delay, s/veh		40.4			26.2			8.9			14.3	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		16.9		10.2		34.4	10.7	13.3				
Green Ext Time (p_c), s		8.1		1.9		7.2	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

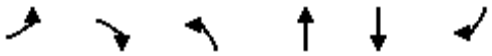


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	95	105	945	1180	445
Future Volume (vph)	340	95	105	945	1180	445
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	1553	3438	5093	5085	1583
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3362	1530	612	5093	5085	1560
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						387
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	351	61	108	974	1216	459
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	61	108	974	1216	459
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.9	14.9	62.1	62.1	51.7	51.7
Actuated g/C Ratio	0.17	0.17	0.69	0.69	0.57	0.57
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	11.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	11.8	5.4
LOS	D	C	A	A	B	A
Approach Delay	39.2			5.8	10.1	
Approach LOS	D			A	B	

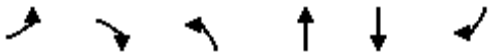
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	61	108	974	1216	459
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	11.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	11.8	5.4
Queue Length 50th (ft)	97	31	8	66	188	110
Queue Length 95th (ft)	135	64	18	98	254	184
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	710	323	736	3516	2923	1061
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	0.49	0.19	0.15	0.28	0.42	0.43

Intersection Summary



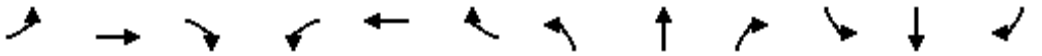
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	95	105	945	1180	445
Future Volume (veh/h)	340	95	105	945	1180	445
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1873	1873	1870	1870
Adj Flow Rate, veh/h	351	61	108	974	1216	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	453	208	777	3694	2977	
Arrive On Green	0.13	0.13	0.07	0.72	0.39	0.00
Sat Flow, veh/h	3401	1560	3461	5283	5274	1585
Grp Volume(v), veh/h	351	61	108	974	1216	0
Grp Sat Flow(s),veh/h/ln	1700	1560	1731	1705	1702	1585
Q Serve(g_s), s	9.0	3.2	0.9	5.9	15.5	0.0
Cycle Q Clear(g_c), s	9.0	3.2	0.9	5.9	15.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	453	208	777	3694	2977	
V/C Ratio(X)	0.77	0.29	0.14	0.26	0.41	
Avail Cap(c_a), veh/h	718	329	910	3694	2977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.00
Uniform Delay (d), s/veh	37.7	35.2	6.8	4.3	16.2	0.0
Incr Delay (d2), s/veh	2.9	0.8	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.2	0.5	2.9	10.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	36.0	6.8	4.5	16.5	0.0
LnGrp LOS	D	D	A	A	B	
Approach Vol, veh/h	412			1082	1216	
Approach Delay, s/veh	39.9			4.7	16.5	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	58.5				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	17.5				7.9	11.0
Green Ext Time (p_c), s	0.1	9.4				8.4	0.9

Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

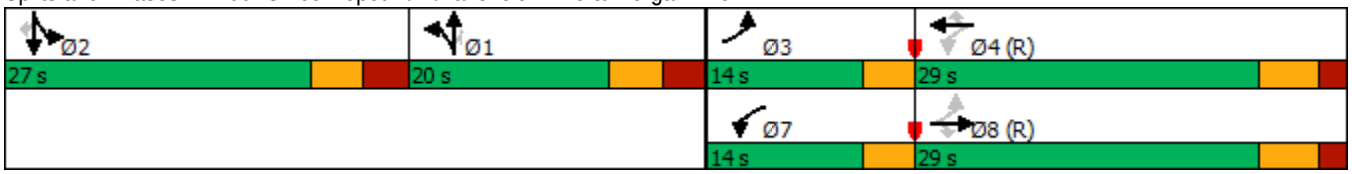


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950	0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1822	1583	1665	1707	1568
Flt Permitted	0.617			0.563				0.978		0.950	0.974	
Satd. Flow (perm)	1147	3539	1540	1046	3539	1558	0	1820	1559	1663	1706	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	63	216	16	221	216	147	21	26	105	137	42	23
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	63	216	16	221	216	147	0	47	105	89	90	23
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	49.5	39.4	39.4	55.9	45.8	45.8		12.1	12.1	11.9	11.9	11.9
Actuated g/C Ratio	0.55	0.44	0.44	0.62	0.51	0.51		0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.09	0.14	0.02	0.30	0.12	0.19		0.19	0.50	0.40	0.40	0.11
Control Delay	11.8	20.6	22.8	9.0	14.5	16.2		35.5	44.3	40.8	40.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.6	22.8	9.0	14.5	16.2		35.5	44.3	40.8	40.5	34.3
LOS	B	C	C	A	B	B		D	D	D	D	C
Approach Delay		18.8			12.8			41.5			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	216	16	221	216	147	47	105	89	90	23
v/c Ratio	0.09	0.14	0.02	0.30	0.12	0.19	0.19	0.50	0.40	0.40	0.11
Control Delay	11.8	20.6	22.8	9.0	14.5	16.2	35.5	44.3	40.8	40.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.6	22.8	9.0	14.5	16.2	35.5	44.3	40.8	40.5	34.3
Queue Length 50th (ft)	15	42	6	47	34	45	24	57	50	50	12
Queue Length 95th (ft)	42	81	23	112	69	107	53	103	92	93	33
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	740	1550	674	744	1801	792	283	241	379	388	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.14	0.02	0.30	0.12	0.19	0.17	0.44	0.23	0.23	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1768	3539	1545	1768	3539	1561		1822	1557	1665	1707	1542
Flt Permitted	0.62	1.00	1.00	0.56	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1148	3539	1545	1048	3539	1561		1822	1557	1665	1707	1542
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	63	216	16	221	216	147	21	26	105	137	42	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	216	16	221	216	147	0	47	105	89	90	23
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	43.1	36.9	36.9	51.0	41.3	41.3		10.1	10.1	9.9	9.9	9.9
Effective Green, g (s)	43.1	36.9	36.9	51.0	41.3	41.3		10.1	10.1	9.9	9.9	9.9
Actuated g/C Ratio	0.48	0.41	0.41	0.57	0.46	0.46		0.11	0.11	0.11	0.11	0.11
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	592	1450	633	678	1624	716		204	174	183	187	169
v/s Ratio Prot	0.01	0.06		c0.04	0.06			0.03		c0.05	0.05	
v/s Ratio Perm	0.04		0.01	c0.15		0.09			c0.07			0.01
v/c Ratio	0.11	0.15	0.03	0.33	0.13	0.21		0.23	0.60	0.49	0.48	0.14
Uniform Delay, d1	12.7	16.7	15.8	9.7	14.0	14.5		36.4	38.0	37.7	37.6	36.2
Progression Factor	1.00	1.00	1.00	0.72	0.81	0.81		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.1	0.3	0.2	0.6		0.6	5.8	2.8	2.6	0.5
Delay (s)	12.8	16.9	15.9	7.3	11.5	12.4		37.0	43.8	40.4	40.3	36.7
Level of Service	B	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		16.0			10.2			41.7			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	1	0	555	0	105
Future Volume (vph)	435	1	0	555	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	489	1	0	624	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	624	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.6%		ICU Level of Service A	
Analysis Period (min) 15			

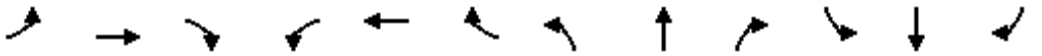
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	1	0	555	0	105
Future Vol, veh/h	435	1	0	555	0	105
Conflicting Peds, #/hr	0	1	1	0	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	489	1	0	624	0	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	247
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	756
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	755
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	755	-	-	-
HCM Lane V/C Ratio	0.156	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

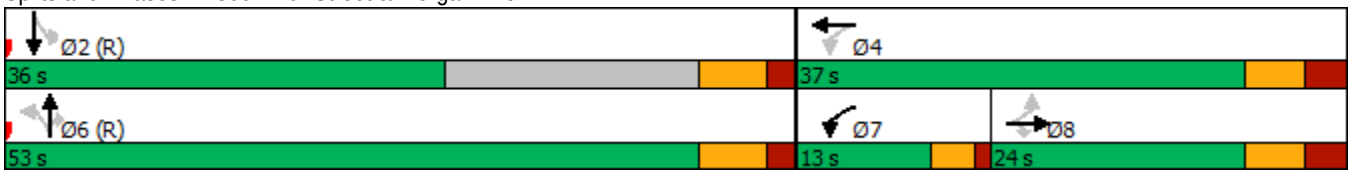


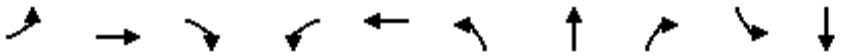
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.951				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1787	4858	0	3489	5168	1599	3438	4996	0
Flt Permitted	0.522			0.500			0.238			0.308		
Satd. Flow (perm)	969	3539	1555	939	4858	0	873	5168	1576	1114	4996	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	4		3	3		4	10		3	3		10
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	128	204	136	173	250	122	199	842	130	102	918	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	204	136	173	372	0	199	842	130	102	1035	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.1	16.1	16.1	31.9	28.9		47.6	47.6	47.6	47.6	47.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.35	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.74	0.32	0.49	0.42	0.24		0.43	0.31	0.16	0.17	0.39	
Control Delay	67.7	40.3	46.3	23.9	22.7		11.8	8.1	7.9	12.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.7	40.3	46.3	23.9	22.7		11.8	8.1	7.9	12.3	13.3	
LOS	E	D	D	C	C		B	A	A	B	B	
Approach Delay		49.6			23.1			8.7			13.2	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

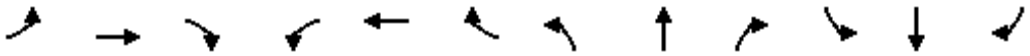




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	204	136	173	372	199	842	130	102	1035
v/c Ratio	0.74	0.32	0.49	0.42	0.24	0.43	0.31	0.16	0.17	0.39
Control Delay	67.7	40.3	46.3	23.9	22.7	11.8	8.1	7.9	12.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	40.3	46.3	23.9	22.7	11.8	8.1	7.9	12.3	13.3
Queue Length 50th (ft)	76	60	78	69	56	19	58	25	14	122
Queue Length 95th (ft)	#159	96	137	117	79	40	72	43	29	156
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	183	668	293	417	1619	461	2732	833	588	2641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.46	0.41	0.23	0.43	0.31	0.16	0.17	0.39

Intersection Summary

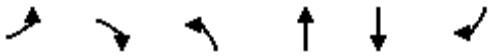
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1885	1885	1885	1897	1897	1885	1873	1873	1873
Adj Flow Rate, veh/h	128	204	136	173	250	122	199	842	130	102	918	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	248	592	259	371	1069	475	616	2806	850	702	2466	313
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	1006	3554	1553	1795	3468	1541	1071	5179	1569	1121	4551	578
Grp Volume(v), veh/h	128	204	136	173	247	125	199	842	130	102	687	348
Grp Sat Flow(s),veh/h/ln	1006	1777	1553	1795	1716	1577	536	1726	1569	561	1705	1719
Q Serve(g_s), s	11.3	5.0	7.7	6.9	4.8	5.4	9.6	5.2	2.3	4.6	10.4	10.5
Cycle Q Clear(g_c), s	11.3	5.0	7.7	6.9	4.8	5.4	20.1	5.2	2.3	9.9	10.4	10.5
Prop In Lane	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	248	592	259	371	1058	486	616	2806	850	702	1847	932
V/C Ratio(X)	0.52	0.34	0.53	0.47	0.23	0.26	0.32	0.30	0.15	0.15	0.37	0.37
Avail Cap(c_a), veh/h	270	671	293	376	1144	526	616	2806	850	702	1847	932
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	37.8	39.1	25.7	23.2	23.4	11.6	6.5	6.1	13.2	11.8	11.8
Incr Delay (d2), s/veh	0.6	0.1	0.6	0.9	0.0	0.1	1.3	0.3	0.4	0.4	0.6	1.1
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	5.5	4.0	5.6	5.3	3.5	3.5	1.8	3.0	1.4	1.1	6.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	37.9	39.7	26.6	23.2	23.5	12.9	6.7	6.4	13.6	12.4	13.0
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		468			545			1171			1137	
Approach Delay, s/veh		39.4			24.4			7.8			12.7	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.3		34.7		55.3	12.7	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.5		7.4		22.1	8.9	13.3				
Green Ext Time (p_c), s		7.4		1.2		9.5	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

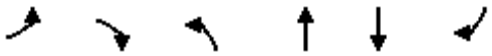


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	385	95	120	870	985	300
Future Volume (vph)	385	95	120	870	985	300
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1599	3473	5144	5085	1583
Flt Permitted	0.950		0.200			
Satd. Flow (perm)	3462	1576	731	5144	5085	1563
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						312
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
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
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	418	64	130	946	1071	326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	418	64	130	946	1071	326
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	61.2	61.2	48.2	48.2
Actuated g/C Ratio	0.18	0.18	0.68	0.68	0.54	0.54
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	14.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	14.2	5.0
LOS	D	C	A	A	B	A
Approach Delay	39.7			6.1	12.0	
Approach LOS	D			A	B	

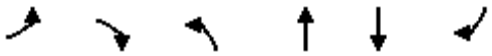
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	418	64	130	946	1071	326
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	14.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	14.2	5.0
Queue Length 50th (ft)	115	32	11	68	162	54
Queue Length 95th (ft)	158	65	22	97	214	107
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	731	332	801	3498	2723	981
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	0.57	0.19	0.16	0.27	0.39	0.33

Intersection Summary



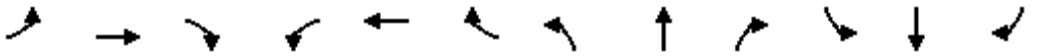
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	95	120	870	985	300
Future Volume (veh/h)	385	95	120	870	985	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1888	1888	1870	1870
Adj Flow Rate, veh/h	418	64	130	946	1071	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	520	239	814	3640	2884	
Arrive On Green	0.15	0.15	0.07	0.71	0.19	0.00
Sat Flow, veh/h	3483	1598	3489	5325	5274	1585
Grp Volume(v), veh/h	418	64	130	946	1071	0
Grp Sat Flow(s),veh/h/ln	1742	1598	1744	1718	1702	1585
Q Serve(g_s), s	10.4	3.2	1.2	5.9	16.5	0.0
Cycle Q Clear(g_c), s	10.4	3.2	1.2	5.9	16.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	520	239	814	3640	2884	
V/C Ratio(X)	0.80	0.27	0.16	0.26	0.37	
Avail Cap(c_a), veh/h	735	337	941	3640	2884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	37.0	33.9	7.5	4.8	22.7	0.0
Incr Delay (d2), s/veh	4.4	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	2.2	0.7	3.1	11.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	34.5	7.6	4.9	23.0	0.0
LnGrp LOS	D	C	A	A	C	
Approach Vol, veh/h	482			1076	1071	
Approach Delay, s/veh	40.4			5.2	23.0	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	56.8				69.6	20.4
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	18.5				7.9	12.4
Green Ext Time (p_c), s	0.1	8.0				8.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

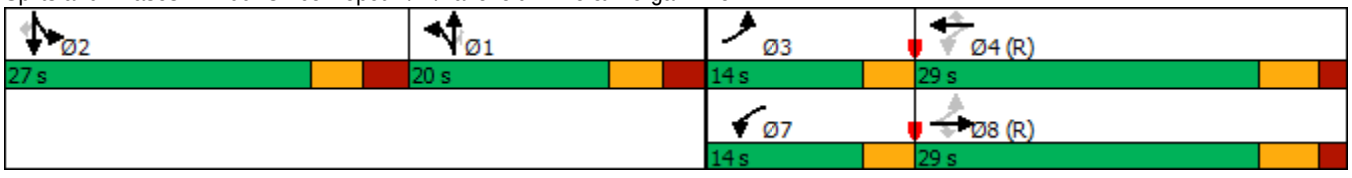


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	200	205	140	15	20	65	95	30	20
Future Volume (vph)	50	245	25	200	205	140	15	20	65	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.979		0.950	0.975	
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1824	1583	1649	1692	1553
Flt Permitted	0.608			0.534				0.979		0.950	0.975	
Satd. Flow (perm)	1109	3471	1517	975	3471	1529	0	1822	1553	1643	1689	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	56	275	17	225	230	157	17	22	73	107	34	14
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	56	275	17	225	230	157	0	39	73	70	71	14
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	50.7	40.8	40.8	57.9	48.0	48.0		10.9	10.9	11.1	11.1	11.1
Actuated g/C Ratio	0.56	0.45	0.45	0.64	0.53	0.53		0.12	0.12	0.12	0.12	0.12
v/c Ratio	0.08	0.17	0.02	0.31	0.12	0.19		0.18	0.39	0.34	0.34	0.07
Control Delay	10.3	19.5	21.4	9.3	14.5	16.3		37.0	42.5	40.6	40.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	19.5	21.4	9.3	14.5	16.3		37.0	42.5	40.6	40.4	34.9
LOS	B	B	C	A	B	B		D	D	D	D	C
Approach Delay		18.1			13.1			40.6			40.0	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	275	17	225	230	157	39	73	70	71	14
v/c Ratio	0.08	0.17	0.02	0.31	0.12	0.19	0.18	0.39	0.34	0.34	0.07
Control Delay	10.3	19.5	21.4	9.3	14.5	16.3	37.0	42.5	40.6	40.4	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	19.5	21.4	9.3	14.5	16.3	37.0	42.5	40.6	40.4	34.9
Queue Length 50th (ft)	12	52	6	34	37	50	21	39	40	40	7
Queue Length 95th (ft)	33	98	23	117	69	104	48	78	78	80	24
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	736	1574	688	732	1852	816	273	232	375	385	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.17	0.02	0.31	0.12	0.19	0.14	0.31	0.19	0.18	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	200	205	140	15	20	65	95	30	20
Future Volume (vph)	50	245	25	200	205	140	15	20	65	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1735	3471	1519	1735	3471	1532		1823	1547	1649	1692	1526
Flt Permitted	0.61	1.00	1.00	0.53	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1111	3471	1519	975	3471	1532		1823	1547	1649	1692	1526
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	56	275	17	225	230	157	17	22	73	107	34	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	56	275	17	225	230	157	0	39	73	70	71	14
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	44.2	38.2	38.2	53.0	43.5	43.5		8.9	8.9	9.1	9.1	9.1
Effective Green, g (s)	44.2	38.2	38.2	53.0	43.5	43.5		8.9	8.9	9.1	9.1	9.1
Actuated g/C Ratio	0.49	0.42	0.42	0.59	0.48	0.48		0.10	0.10	0.10	0.10	0.10
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	587	1473	644	669	1677	740		180	152	166	171	154
v/s Ratio Prot	0.01	0.08		c0.04	0.07			0.02		c0.04	0.04	
v/s Ratio Perm	0.04		0.01	c0.16		0.10			c0.05			0.01
v/c Ratio	0.10	0.19	0.03	0.34	0.14	0.21		0.22	0.48	0.42	0.42	0.09
Uniform Delay, d1	12.0	16.2	15.1	8.8	12.9	13.4		37.3	38.4	38.0	38.0	36.7
Progression Factor	1.00	1.00	1.00	0.86	0.92	0.92		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.3	0.1	0.3	0.2	0.6		0.6	2.4	2.4	2.2	0.4
Delay (s)	12.1	16.5	15.2	7.9	12.0	13.0		37.9	40.7	40.3	40.2	37.0
Level of Service	B	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		15.7			10.7			39.8			40.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	405	0	0	545	0	95
Future Volume (vph)	405	0	0	545	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3471	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3471	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	2
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	422	0	0	568	0	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	422	0	0	568	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.5%		ICU Level of Service A	
Analysis Period (min) 15			

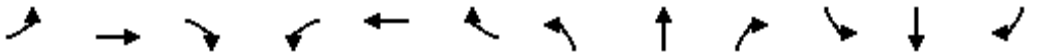
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	405	0	0	545	0	95
Future Vol, veh/h	405	0	0	545	0	95
Conflicting Peds, #/hr	0	1	1	0	1	2
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	96	96	96	96	96	96
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	422	0	0	568	0	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	214
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	794
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	792
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	792	-	-	-
HCM Lane V/C Ratio	0.125	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-



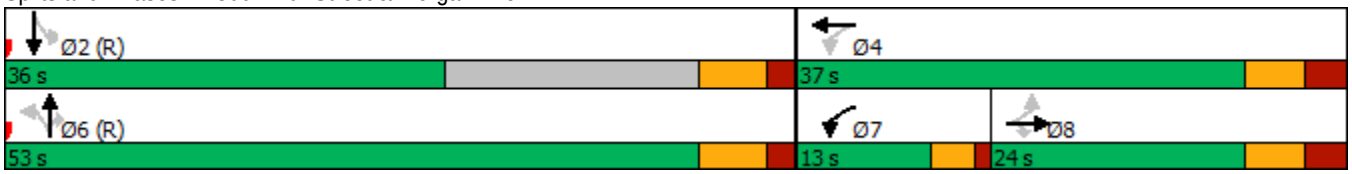
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	185	190	205	265	150	175	760	190	125	870	105
Future Volume (vph)	125	185	190	205	265	150	175	760	190	125	870	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.98	1.00	1.00	
Frt			0.850		0.946				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	4738	0	3388	5019	1553	3405	4954	0
Flt Permitted	0.491			0.506			0.244			0.328		
Satd. Flow (perm)	903	3505	1533	930	4738	0	869	5019	1527	1173	4954	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	3		6	6		3	7		7	7		7
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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	130	193	123	214	276	156	182	792	123	130	906	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	193	123	214	432	0	182	792	123	130	1015	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

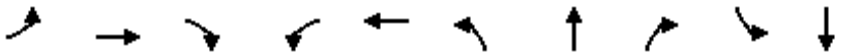
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.80	0.31	0.45	0.52	0.28		0.40	0.30	0.15	0.21	0.39	
Control Delay	73.4	36.1	41.2	26.1	23.0		11.7	8.4	8.2	12.8	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	73.4	36.1	41.2	26.1	23.0		11.7	8.4	8.2	12.8	13.4	
LOS	E	D	D	C	C		B	A	A	B	B	
Approach Delay		48.4			24.1			8.9			13.3	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 300: 27th Street & Morgan Ave

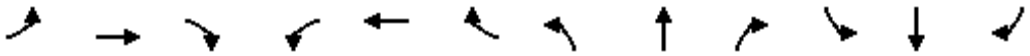




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	130	193	123	214	432	182	792	123	130	1015
v/c Ratio	0.80	0.31	0.45	0.52	0.28	0.40	0.30	0.15	0.21	0.39
Control Delay	73.4	36.1	41.2	26.1	23.0	11.7	8.4	8.2	12.8	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	36.1	41.2	26.1	23.0	11.7	8.4	8.2	12.8	13.4
Queue Length 50th (ft)	77	56	69	86	65	18	56	24	19	121
Queue Length 95th (ft)	#174	91	127	144	91	37	69	42	37	153
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	170	662	289	415	1579	456	2637	802	616	2603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.29	0.43	0.52	0.27	0.40	0.30	0.15	0.21	0.39

Intersection Summary

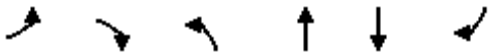
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	185	190	205	265	150	175	760	190	125	870	105
Future Volume (veh/h)	125	185	190	205	265	150	175	760	190	125	870	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1852	1852	1841	1858	1858	1858
Adj Flow Rate, veh/h	130	193	123	214	276	156	182	792	123	130	906	109
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, %	3	3	3	3	3	3	4	4	4	3	3	3
Cap, veh/h	237	588	256	376	1051	480	612	2725	827	793	2452	294
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	943	3526	1535	1767	3377	1544	1066	5057	1535	1174	4550	545
Grp Volume(v), veh/h	130	193	123	214	276	156	182	792	123	130	673	342
Grp Sat Flow(s),veh/h/ln	943	1763	1535	1767	1689	1544	533	1686	1535	587	1691	1713
Q Serve(g_s), s	12.3	4.7	7.0	8.8	5.5	7.0	4.8	0.0	0.0	5.2	10.3	10.4
Cycle Q Clear(g_c), s	12.3	4.7	7.0	8.8	5.5	7.0	15.2	0.0	0.0	5.2	10.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	237	588	256	376	1051	480	612	2725	827	793	1823	923
V/C Ratio(X)	0.55	0.33	0.48	0.57	0.26	0.32	0.30	0.29	0.15	0.16	0.37	0.37
Avail Cap(c_a), veh/h	258	666	290	376	1126	515	612	2725	827	793	1823	923
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	37.7	38.7	26.2	23.3	23.8	1.6	0.0	0.0	10.8	11.9	12.0
Incr Delay (d2), s/veh	0.8	0.1	0.5	2.0	0.0	0.1	1.2	0.3	0.4	0.4	0.6	1.1
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	5.7	3.8	5.0	6.9	3.9	4.5	0.2	0.1	0.1	1.2	6.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	37.8	39.3	28.2	23.3	23.9	2.8	0.3	0.4	11.2	12.5	13.1
LnGrp LOS	D	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		446			646			1097			1145	
Approach Delay, s/veh		39.4			25.1			0.7			12.5	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.4		9.0		17.2	10.8	14.3				
Green Ext Time (p_c), s		7.5		1.4		9.5	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

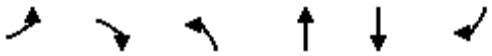


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	335	85	120	820	935	330
Future Volume (vph)	335	85	120	820	935	330
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.98	1.00			0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3372	4995	5036	1568
Flt Permitted	0.950		0.231			
Satd. Flow (perm)	3423	1556	819	4995	5036	1543
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						344
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	2	3	12			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	349	55	125	854	974	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	55	125	854	974	344
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.7	14.7	62.3	62.3	49.3	49.3
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.55	0.55
v/c Ratio	0.62	0.22	0.16	0.25	0.35	0.34
Control Delay	40.0	33.9	5.3	5.6	12.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.9	5.3	5.6	12.9	4.8
LOS	D	C	A	A	B	A
Approach Delay	39.2			5.5	10.8	
Approach LOS	D			A	B	

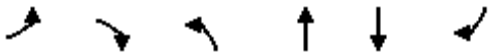
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	349	55	125	854	974	344
v/c Ratio	0.62	0.22	0.16	0.25	0.35	0.34
Control Delay	40.0	33.9	5.3	5.6	12.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.9	5.3	5.6	12.9	4.8
Queue Length 50th (ft)	96	28	9	56	140	65
Queue Length 95th (ft)	134	59	21	84	196	113
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	724	328	850	3460	2760	1001
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	0.48	0.17	0.15	0.25	0.35	0.34

Intersection Summary



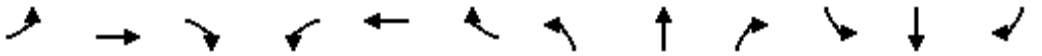
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	335	85	120	820	935	330
Future Volume (veh/h)	335	85	120	820	935	330
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1844	1844	1856	1856
Adj Flow Rate, veh/h	349	55	125	854	974	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	461	211	871	3635	2944	
Arrive On Green	0.13	0.13	0.07	0.72	0.19	0.00
Sat Flow, veh/h	3456	1585	3406	5199	5233	1572
Grp Volume(v), veh/h	349	55	125	854	974	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1703	1678	1689	1572
Q Serve(g_s), s	8.8	2.8	1.1	5.1	14.9	0.0
Cycle Q Clear(g_c), s	8.8	2.8	1.1	5.1	14.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	461	211	871	3635	2944	
V/C Ratio(X)	0.76	0.26	0.14	0.23	0.33	
Avail Cap(c_a), veh/h	730	335	997	3635	2944	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.00
Uniform Delay (d), s/veh	37.6	35.0	6.6	4.2	21.3	0.0
Incr Delay (d2), s/veh	2.6	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	2.0	0.6	2.5	10.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.2	35.7	6.7	4.3	21.5	0.0
LnGrp LOS	D	D	A	A	C	
Approach Vol, veh/h	404			979	974	
Approach Delay, s/veh	39.6			4.6	21.5	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	58.3				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	16.9				7.1	10.8
Green Ext Time (p_c), s	0.1	7.3				7.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

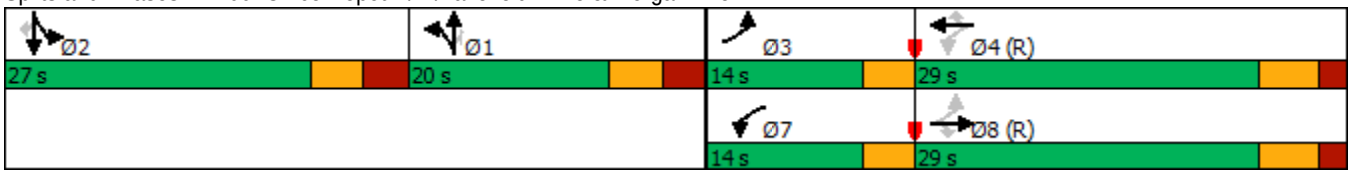


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	320	30	165	345	200	20	25	65	180	30	55
Future Volume (vph)	50	320	30	165	345	200	20	25	65	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.98	1.00	1.00	0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950	0.965	
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	0	1840	1599	1698	1725	1599
Flt Permitted	0.531			0.496				0.978		0.950	0.965	
Satd. Flow (perm)	978	3505	1531	923	3539	1558	0	1834	1574	1696	1723	1570
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			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%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	54	344	20	177	371	215	22	27	70	194	32	37
Shared Lane Traffic (%)										42%		
Lane Group Flow (vph)	54	344	20	177	371	215	0	49	70	113	113	37
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	47.0	37.1	37.1	52.6	41.9	41.9		10.8	10.8	12.8	12.8	12.8
Actuated g/C Ratio	0.52	0.41	0.41	0.58	0.47	0.47		0.12	0.12	0.14	0.14	0.14
v/c Ratio	0.09	0.24	0.03	0.28	0.23	0.30		0.22	0.37	0.47	0.46	0.17
Control Delay	11.4	20.8	22.0	17.8	30.0	33.1		38.0	42.1	41.2	40.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	20.8	22.0	17.8	30.0	33.1		38.0	42.1	41.2	40.9	34.2
LOS	B	C	C	B	C	C		D	D	D	D	C
Approach Delay		19.7			28.0			40.4			40.1	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 7 (8%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

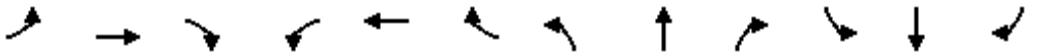
Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	344	20	177	371	215	49	70	113	113	37
v/c Ratio	0.09	0.24	0.03	0.28	0.23	0.30	0.22	0.37	0.47	0.46	0.17
Control Delay	11.4	20.8	22.0	17.8	30.0	33.1	38.0	42.1	41.2	40.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	20.8	22.0	17.8	30.0	33.1	38.0	42.1	41.2	40.9	34.2
Queue Length 50th (ft)	13	67	7	51	96	110	26	38	63	63	19
Queue Length 95th (ft)	36	124	27	m112	146	m186	58	76	111	111	44
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	634	1444	630	652	1646	724	276	236	386	392	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.24	0.03	0.27	0.23	0.30	0.18	0.30	0.29	0.29	0.10

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 (vph)	50	320	30	165	345	200	20	25	65	180	30	55
Future Volume (vph)	50	320	30	165	345	200	20	25	65	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1751	3505	1533	1769	3539	1560		1840	1571	1698	1725	1564
Flt Permitted	0.53	1.00	1.00	0.50	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	979	3505	1533	923	3539	1560		1840	1571	1698	1725	1564
Peak-hour factor, PHF	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 (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	54	344	20	177	371	215	22	27	70	194	32	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	344	20	177	371	215	0	49	70	113	113	37
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	41.8	35.8	35.8	49.4	39.9	39.9		8.8	8.8	12.8	12.8	12.8
Effective Green, g (s)	41.8	35.8	35.8	49.4	39.9	39.9		8.8	8.8	12.8	12.8	12.8
Actuated g/C Ratio	0.46	0.40	0.40	0.55	0.44	0.44		0.10	0.10	0.14	0.14	0.14
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	506	1394	609	601	1568	691		179	153	241	245	222
v/s Ratio Prot	0.01	0.10		c0.03	0.10			0.03		c0.07	0.07	
v/s Ratio Perm	0.04		0.01	0.13		c0.14			c0.04			0.02
v/c Ratio	0.11	0.25	0.03	0.29	0.24	0.31		0.27	0.46	0.47	0.46	0.17
Uniform Delay, d1	13.3	18.1	16.5	10.3	15.6	16.2		37.6	38.3	35.5	35.4	33.9
Progression Factor	1.00	1.00	1.00	1.56	1.68	1.65		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4	0.1	0.3	0.3	1.1		0.8	2.2	2.0	1.9	0.5
Delay (s)	13.4	18.5	16.6	16.3	26.5	27.8		38.5	40.5	37.4	37.3	34.4
Level of Service	B	B	B	B	C	C		D	D	D	D	C
Approach Delay (s)		17.8			24.5			39.7			37.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	565	0	0	710	0	80
Future Volume (vph)	565	0	0	710	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	628	0	0	789	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	628	0	0	789	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	0	0	710	0	80
Future Vol, veh/h	565	0	0	710	0	80
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	628	0	0	789	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	316
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	683
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	682
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

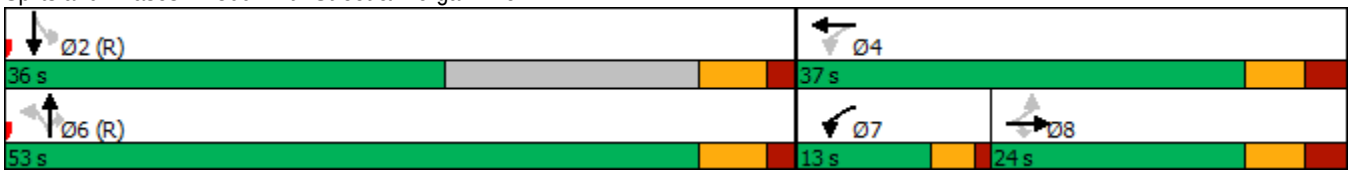
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	682	-	-	-
HCM Lane V/C Ratio	0.13	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

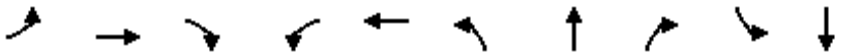
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	315	230	205	405	140	185	855	200	140	1185	120
Future Volume (vph)	100	315	230	205	405	140	185	855	200	140	1185	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	0.99		0.98	1.00	1.00		1.00		0.99	1.00	1.00	
Frt			0.850		0.961				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1770	4863	0	3421	5068	1568	3438	5013	0
Flt Permitted	0.428			0.421			0.149			0.288		
Satd. Flow (perm)	771	3438	1511	783	4863	0	536	5068	1546	1042	5013	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	7		3	3		7	13		3	3		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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	104	328	149	214	422	146	193	891	129	146	1234	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	328	149	214	568	0	193	891	129	146	1359	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.75	0.53	0.55	0.57	0.36		0.69	0.33	0.16	0.27	0.52	
Control Delay	64.7	33.6	38.3	27.6	23.9		26.3	8.9	8.5	13.7	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.7	33.6	38.3	27.6	23.9		26.3	8.9	8.5	13.7	14.9	
LOS	E	C	D	C	C		C	A	A	B	B	
Approach Delay		40.4			24.9			11.6			14.8	
Approach LOS		D			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

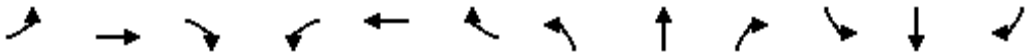




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	328	149	214	568	193	891	129	146	1359
v/c Ratio	0.75	0.53	0.55	0.57	0.36	0.69	0.33	0.16	0.27	0.52
Control Delay	64.7	33.6	38.3	27.6	23.9	26.3	8.9	8.5	13.7	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.7	33.6	38.3	27.6	23.9	26.3	8.9	8.5	13.7	14.9
Queue Length 50th (ft)	50	81	70	86	88	36	66	26	22	178
Queue Length 95th (ft)	#133	131	136	143	118	#103	80	45	43	217
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	145	649	285	378	1621	281	2663	812	547	2634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.51	0.52	0.57	0.35	0.69	0.33	0.16	0.27	0.52

Intersection Summary

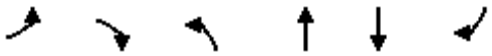
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	315	230	205	405	140	185	855	200	140	1185	120
Future Volume (veh/h)	100	315	230	205	405	140	185	855	200	140	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1867	1867	1856	1873	1873	1873
Adj Flow Rate, veh/h	104	328	149	214	422	146	193	891	129	146	1234	125
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, %	5	5	5	2	2	2	3	3	3	2	2	2
Cap, veh/h	216	578	251	326	1174	388	450	2747	831	668	2520	255
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	819	3469	1508	1781	3775	1246	775	5098	1542	1071	4675	474
Grp Volume(v), veh/h	104	328	149	214	379	189	193	891	129	146	900	459
Grp Sat Flow(s),veh/h/ln	819	1735	1508	1781	1702	1617	388	1699	1542	536	1705	1739
Q Serve(g_s), s	11.3	8.3	8.7	8.7	7.8	8.2	16.9	5.8	2.4	7.5	14.9	14.9
Cycle Q Clear(g_c), s	11.3	8.3	8.7	8.7	7.8	8.2	31.7	5.8	2.4	13.3	14.9	14.9
Prop In Lane	1.00		1.00	1.00		0.77	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	216	578	251	326	1059	503	450	2747	831	668	1837	937
V/C Ratio(X)	0.48	0.57	0.59	0.66	0.36	0.38	0.43	0.32	0.16	0.22	0.49	0.49
Avail Cap(c_a), veh/h	235	655	285	326	1135	539	450	2747	831	668	1837	937
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	39.4	39.5	26.6	24.0	24.2	16.0	6.7	6.2	14.4	13.0	13.0
Incr Delay (d2), s/veh	0.6	0.3	1.3	4.7	0.1	0.2	2.8	0.3	0.4	0.8	0.9	1.8
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	4.5	6.8	6.3	7.3	5.5	5.6	2.5	3.2	1.5	1.7	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	39.7	40.8	31.3	24.1	24.4	18.8	7.0	6.6	15.1	13.9	14.8
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		581			782			1213			1505	
Approach Delay, s/veh		40.3			26.1			8.8			14.3	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		16.9		10.2		33.7	10.7	13.3				
Green Ext Time (p_c), s		8.1		1.9		7.5	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

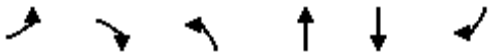


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	335	95	105	945	1180	440
Future Volume (vph)	335	95	105	945	1180	440
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	1553	3438	5093	5085	1583
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3362	1530	612	5093	5085	1560
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						383
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	345	61	108	974	1216	454
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	61	108	974	1216	454
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.7	14.7	62.3	62.3	51.9	51.9
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.58	0.58
v/c Ratio	0.63	0.24	0.17	0.28	0.41	0.43
Control Delay	40.2	34.4	5.4	5.7	11.7	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	34.4	5.4	5.7	11.7	5.3
LOS	D	C	A	A	B	A
Approach Delay	39.3			5.7	9.9	
Approach LOS	D			A	A	

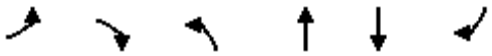
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	345	61	108	974	1216	454
v/c Ratio	0.63	0.24	0.17	0.28	0.41	0.43
Control Delay	40.2	34.4	5.4	5.7	11.7	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	34.4	5.4	5.7	11.7	5.3
Queue Length 50th (ft)	95	31	8	65	188	109
Queue Length 95th (ft)	132	64	18	97	253	182
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	710	323	737	3525	2932	1061
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	0.49	0.19	0.15	0.28	0.41	0.43

Intersection Summary



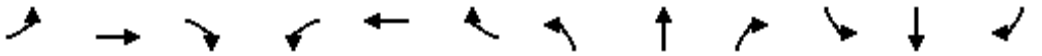
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	335	95	105	945	1180	440
Future Volume (veh/h)	335	95	105	945	1180	440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1873	1873	1870	1870
Adj Flow Rate, veh/h	345	61	108	974	1216	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	453	208	777	3694	2977	
Arrive On Green	0.13	0.13	0.07	0.72	0.39	0.00
Sat Flow, veh/h	3401	1560	3461	5283	5274	1585
Grp Volume(v), veh/h	345	61	108	974	1216	0
Grp Sat Flow(s),veh/h/ln	1700	1560	1731	1705	1702	1585
Q Serve(g_s), s	8.8	3.2	0.9	5.9	15.5	0.0
Cycle Q Clear(g_c), s	8.8	3.2	0.9	5.9	15.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	453	208	777	3694	2977	
V/C Ratio(X)	0.76	0.29	0.14	0.26	0.41	
Avail Cap(c_a), veh/h	718	329	910	3694	2977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.00
Uniform Delay (d), s/veh	37.6	35.2	6.8	4.3	16.2	0.0
Incr Delay (d2), s/veh	2.7	0.8	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	2.2	0.5	2.9	10.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.3	36.0	6.8	4.5	16.5	0.0
LnGrp LOS	D	D	A	A	B	
Approach Vol, veh/h	406			1082	1216	
Approach Delay, s/veh	39.6			4.7	16.5	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	58.5				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	17.5				7.9	10.8
Green Ext Time (p_c), s	0.1	9.4				8.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

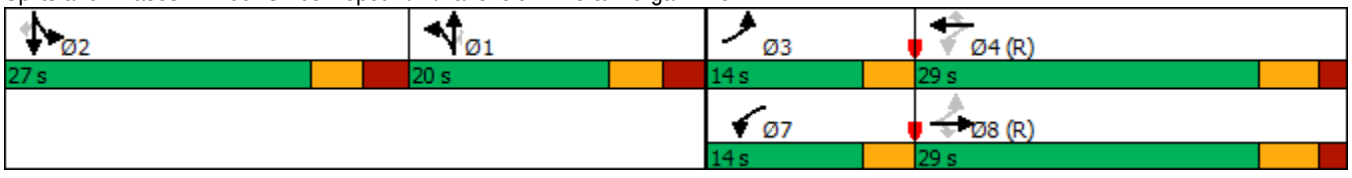


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	205	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	205	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.98		1.00	0.98	1.00	1.00	0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950	0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1822	1583	1665	1707	1568
Flt Permitted	0.617			0.563				0.978		0.950	0.974	
Satd. Flow (perm)	1147	3539	1540	1046	3539	1558	0	1820	1559	1663	1706	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	63	216	16	216	216	147	21	26	105	137	42	23
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	63	216	16	216	216	147	0	47	105	89	90	23
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Detector Phase	3	8	8	7	4	4	1	1	1	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	14.0	29.0	29.0	14.0	29.0	29.0	20.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	15.6%	32.2%	32.2%	15.6%	32.2%	32.2%	22.2%	22.2%	22.2%	30.0%	30.0%	30.0%
Maximum Green (s)	10.5	23.0	23.0	10.5	23.0	23.0	13.5	13.5	13.5	20.5	20.5	20.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	49.6	39.5	39.5	55.8	45.8	45.8		12.1	12.1	11.9	11.9	11.9
Actuated g/C Ratio	0.55	0.44	0.44	0.62	0.51	0.51		0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.09	0.14	0.02	0.29	0.12	0.19		0.19	0.50	0.40	0.40	0.11
Control Delay	11.8	20.5	22.7	8.9	14.5	16.2		35.5	44.3	40.8	40.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.5	22.7	8.9	14.5	16.2		35.5	44.3	40.8	40.5	34.3
LOS	B	C	C	A	B	B		D	D	D	D	C
Approach Delay		18.8			12.8			41.5			39.9	
Approach LOS		B			B			D			D	

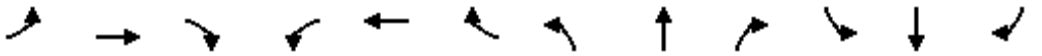
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 12 (13%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	216	16	216	216	147	47	105	89	90	23
v/c Ratio	0.09	0.14	0.02	0.29	0.12	0.19	0.19	0.50	0.40	0.40	0.11
Control Delay	11.8	20.5	22.7	8.9	14.5	16.2	35.5	44.3	40.8	40.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	20.5	22.7	8.9	14.5	16.2	35.5	44.3	40.8	40.5	34.3
Queue Length 50th (ft)	15	42	6	45	34	45	24	57	50	50	12
Queue Length 95th (ft)	42	81	23	110	69	107	53	103	92	93	33
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	742	1554	676	744	1801	792	283	241	379	388	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.14	0.02	0.29	0.12	0.19	0.17	0.44	0.23	0.23	0.07

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	205	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	205	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1768	3539	1545	1768	3539	1561		1822	1557	1665	1707	1542
Flt Permitted	0.62	1.00	1.00	0.56	1.00	1.00		0.98	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1148	3539	1545	1048	3539	1561		1822	1557	1665	1707	1542
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	100%	100%	62%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Adj. Flow (vph)	63	216	16	216	216	147	21	26	105	137	42	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	216	16	216	216	147	0	47	105	89	90	23
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	3	8		7	4		1	1		2	2	
Permitted Phases	8		8	4		4			1			2
Actuated Green, G (s)	43.1	36.9	36.9	51.0	41.3	41.3		10.1	10.1	9.9	9.9	9.9
Effective Green, g (s)	43.1	36.9	36.9	51.0	41.3	41.3		10.1	10.1	9.9	9.9	9.9
Actuated g/C Ratio	0.48	0.41	0.41	0.57	0.46	0.46		0.11	0.11	0.11	0.11	0.11
Clearance Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	4.0	4.0	4.0
Lane Grp Cap (vph)	592	1450	633	678	1624	716		204	174	183	187	169
v/s Ratio Prot	0.01	0.06		c0.04	0.06			0.03		c0.05	0.05	
v/s Ratio Perm	0.04		0.01	c0.14		0.09			c0.07			0.01
v/c Ratio	0.11	0.15	0.03	0.32	0.13	0.21		0.23	0.60	0.49	0.48	0.14
Uniform Delay, d1	12.7	16.7	15.8	9.7	14.0	14.5		36.4	38.0	37.7	37.6	36.2
Progression Factor	1.00	1.00	1.00	0.72	0.81	0.81		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.1	0.3	0.2	0.6		0.6	5.8	2.8	2.6	0.5
Delay (s)	12.8	16.9	15.9	7.2	11.6	12.5		37.0	43.8	40.4	40.3	36.7
Level of Service	B	B	B	A	B	B		D	D	D	D	D
Approach Delay (s)		16.0			10.2			41.7			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	0	0	550	0	100
Future Volume (vph)	435	0	0	550	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	489	0	0	618	0	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	489	0	0	618	0	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

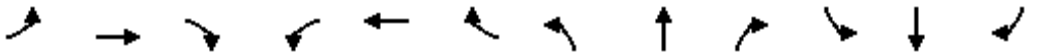
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	0	0	550	0	100
Future Vol, veh/h	435	0	0	550	0	100
Conflicting Peds, #/hr	0	1	1	0	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	489	0	0	618	0	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	247
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	756
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	755
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	755	-	-	-
HCM Lane V/C Ratio	0.149	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

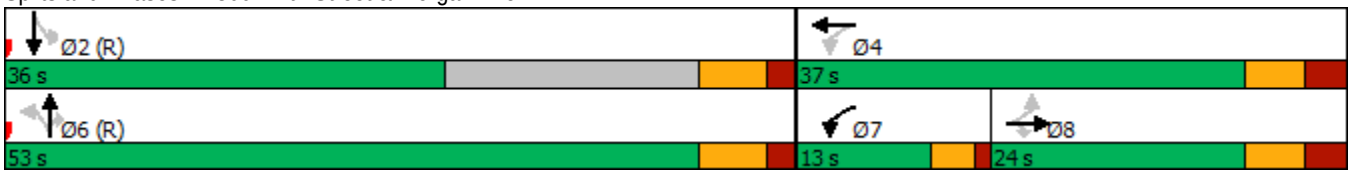


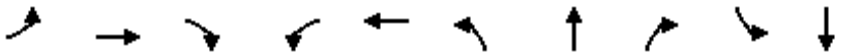
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	200	210	170	245	120	190	825	205	100	900	115
Future Volume (vph)	125	200	210	170	245	120	190	825	205	100	900	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.951				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1787	4858	0	3489	5168	1599	3438	4996	0
Flt Permitted	0.522			0.500			0.238			0.308		
Satd. Flow (perm)	969	3539	1555	939	4858	0	873	5168	1576	1114	4996	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	4		3	3		4	10		3	3		10
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	128	204	133	173	250	122	194	842	130	102	918	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	204	133	173	372	0	194	842	130	102	1035	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.1	16.1	16.1	31.9	28.9		47.6	47.6	47.6	47.6	47.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.35	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.74	0.32	0.48	0.42	0.24		0.42	0.31	0.16	0.17	0.39	
Control Delay	67.8	40.5	46.2	23.9	22.7		11.6	8.1	7.9	12.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.8	40.5	46.2	23.9	22.7		11.6	8.1	7.9	12.3	13.3	
LOS	E	D	D	C	C		B	A	A	B	B	
Approach Delay		49.6			23.1			8.7			13.2	
Approach LOS		D			C			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

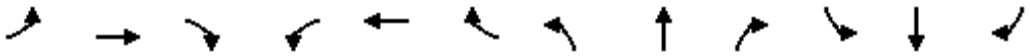




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	204	133	173	372	194	842	130	102	1035
v/c Ratio	0.74	0.32	0.48	0.42	0.24	0.42	0.31	0.16	0.17	0.39
Control Delay	67.8	40.5	46.2	23.9	22.7	11.6	8.1	7.9	12.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	40.5	46.2	23.9	22.7	11.6	8.1	7.9	12.3	13.3
Queue Length 50th (ft)	75	60	76	69	56	19	58	25	14	122
Queue Length 95th (ft)	#162	96	136	117	79	39	72	43	29	156
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	183	668	293	417	1619	461	2732	833	588	2641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.45	0.41	0.23	0.42	0.31	0.16	0.17	0.39

Intersection Summary

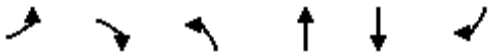
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	210	170	245	120	190	825	205	100	900	115
Future Volume (veh/h)	125	200	210	170	245	120	190	825	205	100	900	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1885	1885	1885	1897	1897	1885	1873	1873	1873
Adj Flow Rate, veh/h	128	204	133	173	250	122	194	842	130	102	918	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	248	592	259	371	1069	475	616	2806	850	702	2466	313
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	0.72	0.72	0.72	0.54	0.54	0.54
Sat Flow, veh/h	1006	3554	1553	1795	3468	1541	1071	5179	1569	1121	4551	578
Grp Volume(v), veh/h	128	204	133	173	247	125	194	842	130	102	687	348
Grp Sat Flow(s),veh/h/ln	1006	1777	1553	1795	1716	1577	536	1726	1569	561	1705	1719
Q Serve(g_s), s	11.3	5.0	7.5	6.9	4.8	5.4	9.3	5.2	2.3	4.6	10.4	10.5
Cycle Q Clear(g_c), s	11.3	5.0	7.5	6.9	4.8	5.4	19.8	5.2	2.3	9.9	10.4	10.5
Prop In Lane	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	248	592	259	371	1058	486	616	2806	850	702	1847	932
V/C Ratio(X)	0.52	0.34	0.51	0.47	0.23	0.26	0.32	0.30	0.15	0.15	0.37	0.37
Avail Cap(c_a), veh/h	270	671	293	376	1144	526	616	2806	850	702	1847	932
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	37.8	39.0	25.7	23.2	23.4	11.5	6.5	6.1	13.2	11.8	11.8
Incr Delay (d2), s/veh	0.6	0.1	0.6	0.9	0.0	0.1	1.2	0.3	0.4	0.4	0.6	1.1
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	5.5	4.0	5.5	5.3	3.5	3.5	1.7	3.0	1.4	1.1	6.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	37.9	39.6	26.6	23.2	23.5	12.8	6.7	6.4	13.6	12.4	13.0
LnGrp LOS	D	D	D	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		465			545			1166			1137	
Approach Delay, s/veh		39.3			24.4			7.7			12.7	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.3		34.7		55.3	12.7	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.5		7.4		21.8	8.9	13.3				
Green Ext Time (p_c), s		7.4		1.2		9.5	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

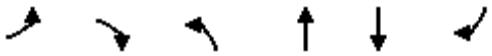


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	380	95	120	870	985	295
Future Volume (vph)	380	95	120	870	985	295
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1599	3473	5144	5085	1583
Flt Permitted	0.950		0.200			
Satd. Flow (perm)	3462	1576	731	5144	5085	1563
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						307
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
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
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	413	64	130	946	1071	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	64	130	946	1071	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.7	15.7	61.3	61.3	48.3	48.3
Actuated g/C Ratio	0.17	0.17	0.68	0.68	0.54	0.54
v/c Ratio	0.68	0.23	0.18	0.27	0.39	0.33
Control Delay	40.6	33.1	5.8	6.1	14.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	33.1	5.8	6.1	14.1	5.0
LOS	D	C	A	A	B	A
Approach Delay	39.6			6.1	12.0	
Approach LOS	D			A	B	

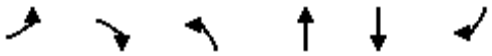
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 73 (81%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	413	64	130	946	1071	321
v/c Ratio	0.68	0.23	0.18	0.27	0.39	0.33
Control Delay	40.6	33.1	5.8	6.1	14.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	33.1	5.8	6.1	14.1	5.0
Queue Length 50th (ft)	114	32	11	67	162	53
Queue Length 95th (ft)	156	65	22	97	213	106
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	731	332	802	3502	2727	980
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	0.56	0.19	0.16	0.27	0.39	0.33

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	95	120	870	985	295
Future Volume (veh/h)	380	95	120	870	985	295
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1888	1888	1870	1870
Adj Flow Rate, veh/h	413	64	130	946	1071	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	516	236	816	3647	2891	
Arrive On Green	0.15	0.15	0.07	0.71	0.19	0.00
Sat Flow, veh/h	3483	1598	3489	5325	5274	1585
Grp Volume(v), veh/h	413	64	130	946	1071	0
Grp Sat Flow(s),veh/h/ln	1742	1598	1744	1718	1702	1585
Q Serve(g_s), s	10.3	3.2	1.2	5.9	16.5	0.0
Cycle Q Clear(g_c), s	10.3	3.2	1.2	5.9	16.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	516	236	816	3647	2891	
V/C Ratio(X)	0.80	0.27	0.16	0.26	0.37	
Avail Cap(c_a), veh/h	735	337	943	3647	2891	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	37.1	34.0	7.5	4.7	22.6	0.0
Incr Delay (d2), s/veh	4.2	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	2.3	0.6	3.0	11.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.3	34.6	7.5	4.9	22.9	0.0
LnGrp LOS	D	C	A	A	C	
Approach Vol, veh/h	477			1076	1071	
Approach Delay, s/veh	40.4			5.2	22.9	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	57.0				69.7	20.3
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	18.5				7.9	12.3
Green Ext Time (p_c), s	0.1	8.0				8.0	1.0

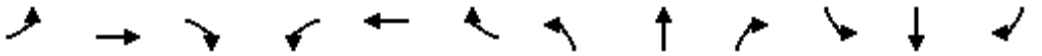
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix D
Improvement
Peak Hour Analysis Outputs

Build Traffic - With Modifications

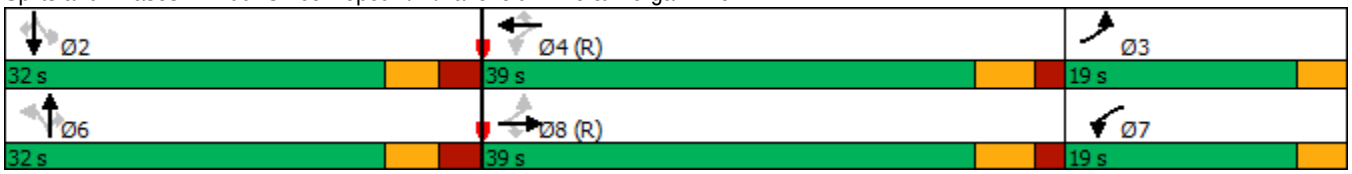


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.99		1.00	0.98	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.979		0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1824	1583	1736	1827	1553
Flt Permitted	0.608			0.583				0.853		0.732		
Satd. Flow (perm)	1110	3471	1518	1064	3471	1531	0	1588	1558	1333	1827	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	56	275	17	230	230	98	17	22	79	107	34	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	275	17	230	230	98	0	39	79	107	34	14
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	19.0	39.0	39.0	19.0	39.0	39.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	21.1%	43.3%	43.3%	21.1%	43.3%	43.3%	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	15.5	33.0	33.0	15.5	33.0	33.0	25.5	25.5	25.5	25.5	25.5	25.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	65.9	56.4	56.4	66.6	59.7	59.7		13.9	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.73	0.63	0.63	0.74	0.66	0.66		0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.13	0.02	0.27	0.10	0.10		0.16	0.33	0.52	0.12	0.06
Control Delay	4.4	8.5	9.1	3.5	5.1	5.8		32.9	36.5	43.5	32.0	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	8.5	9.1	3.5	5.1	5.8		32.9	36.5	43.5	32.0	30.8
LOS	A	A	A	A	A	A		C	D	D	C	C
Approach Delay		7.9			4.6			35.3			39.9	
Approach LOS		A			A			D			D	

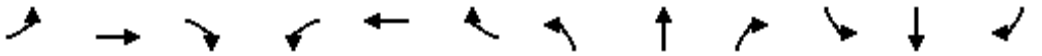
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 68 (76%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	275	17	230	230	98	39	79	107	34	14
v/c Ratio	0.07	0.13	0.02	0.27	0.10	0.10	0.16	0.33	0.52	0.12	0.06
Control Delay	4.4	8.5	9.1	3.5	5.1	5.8	32.9	36.5	43.5	32.0	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	8.5	9.1	3.5	5.1	5.8	32.9	36.5	43.5	32.0	30.8
Queue Length 50th (ft)	7	33	4	13	11	9	20	41	57	17	7
Queue Length 95th (ft)	20	59	14	19	28	32	45	76	101	40	22
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	1013	2176	952	992	2304	1016	449	441	377	517	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.13	0.02	0.23	0.10	0.10	0.09	0.18	0.28	0.07	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (veh/h)	50	245	25	205	205	140	15	20	70	95	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.99		0.98	0.99		0.98
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	1841	1841	1841	1841	1841	1841	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	56	275	17	230	230	98	17	22	79	107	34	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	4	4	4
Cap, veh/h	1033	1282	558	985	1282	564	129	144	202	221	239	199
Arrive On Green	0.33	0.37	0.37	0.54	0.61	0.61	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1753	3497	1523	1753	3497	1538	549	1110	1553	1266	1841	1528
Grp Volume(v), veh/h	56	275	17	230	230	98	39	0	79	107	34	14
Grp Sat Flow(s),veh/h/ln	1753	1749	1523	1753	1749	1538	1658	0	1553	1266	1841	1528
Q Serve(g_s), s	0.0	4.9	0.6	0.0	2.6	2.5	0.0	0.0	4.2	7.4	1.5	0.7
Cycle Q Clear(g_c), s	0.0	4.9	0.6	0.0	2.6	2.5	1.7	0.0	4.2	9.1	1.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	0.44		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1033	1282	558	985	1282	564	273	0	202	221	239	199
V/C Ratio(X)	0.05	0.21	0.03	0.23	0.18	0.17	0.14	0.00	0.39	0.48	0.14	0.07
Avail Cap(c_a), veh/h	1033	1282	558	985	1282	564	518	0	440	415	522	433
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	19.6	18.3	4.7	11.5	11.5	34.8	0.0	35.9	38.8	34.7	34.4
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.1	0.3	0.7	0.2	0.0	1.2	2.3	0.4	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	0.6	3.6	0.4	2.1	1.8	1.6	1.4	0.0	2.9	4.4	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	20.0	18.4	4.8	11.9	12.2	35.0	0.0	37.1	41.1	35.1	34.6
LnGrp LOS	A	B	B	A	B	B	D	A	D	D	D	C
Approach Vol, veh/h		348			558			118			155	
Approach Delay, s/veh		17.5			9.0			36.4			39.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.2	32.8	39.0		18.2	32.8	39.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		25.5	15.5	33.0		25.5	15.5	33.0				
Max Q Clear Time (g_c+I1), s		11.1	2.0	4.6		6.2	2.0	6.9				
Green Ext Time (p_c), s		0.7	0.1	1.8		0.4	0.5	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	410	1	0	550	0	95
Future Volume (vph)	410	1	0	550	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3471	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3471	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	2
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	427	1	0	573	0	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	573	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

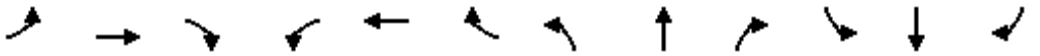
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	1	0	550	0	95
Future Vol, veh/h	410	1	0	550	0	95
Conflicting Peds, #/hr	0	1	1	0	1	2
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	96	96	96	96	96	96
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	427	1	0	573	0	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	217
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	791
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	789
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.125	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

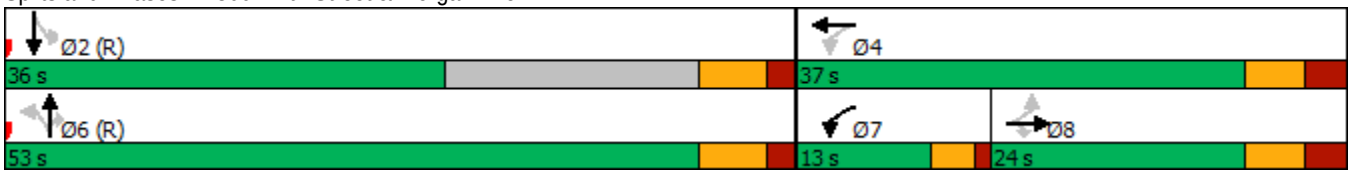


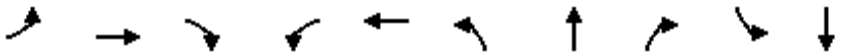
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.98	1.00	1.00	
Frt			0.850		0.946				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	4738	0	3388	5019	1553	3405	4954	0
Flt Permitted	0.491			0.506			0.244			0.328		
Satd. Flow (perm)	903	3505	1533	930	4738	0	869	5019	1527	1173	4954	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	3		6	6		3	7		7	7		7
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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	130	193	126	214	276	156	188	792	123	130	906	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	193	126	214	432	0	188	792	123	130	1015	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.80	0.31	0.46	0.52	0.28		0.41	0.30	0.15	0.21	0.39	
Control Delay	61.2	24.0	28.9	26.1	23.0		14.4	10.2	9.7	12.8	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	24.0	28.9	26.1	23.0		14.4	10.2	9.7	12.8	13.4	
LOS	E	C	C	C	C		B	B	A	B	B	
Approach Delay		36.1			24.1			10.9			13.3	
Approach LOS		D			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

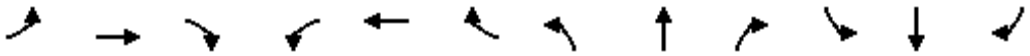




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	130	193	126	214	432	188	792	123	130	1015
v/c Ratio	0.80	0.31	0.46	0.52	0.28	0.41	0.30	0.15	0.21	0.39
Control Delay	61.2	24.0	28.9	26.1	23.0	14.4	10.2	9.7	12.8	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	24.0	28.9	26.1	23.0	14.4	10.2	9.7	12.8	13.4
Queue Length 50th (ft)	58	44	56	86	65	28	85	36	19	121
Queue Length 95th (ft)	#149	68	97	144	91	45	104	62	37	153
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	170	662	289	415	1579	456	2637	802	616	2603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.29	0.44	0.52	0.27	0.41	0.30	0.15	0.21	0.39

Intersection Summary

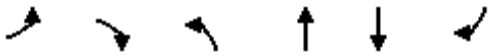
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1852	1852	1841	1858	1858	1858
Adj Flow Rate, veh/h	130	193	126	214	276	156	188	792	123	130	906	109
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, %	3	3	3	3	3	3	4	4	4	3	3	3
Cap, veh/h	237	588	256	376	1051	480	612	2725	827	793	2452	294
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	943	3526	1535	1767	3377	1544	1066	5057	1535	1174	4550	545
Grp Volume(v), veh/h	130	193	126	214	276	156	188	792	123	130	673	342
Grp Sat Flow(s),veh/h/ln	943	1763	1535	1767	1689	1544	533	1686	1535	587	1691	1713
Q Serve(g_s), s	12.3	4.7	7.2	8.8	5.5	7.0	5.0	0.0	0.0	5.2	10.3	10.4
Cycle Q Clear(g_c), s	12.3	4.7	7.2	8.8	5.5	7.0	15.4	0.0	0.0	5.2	10.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	237	588	256	376	1051	480	612	2725	827	793	1823	923
V/C Ratio(X)	0.55	0.33	0.49	0.57	0.26	0.32	0.31	0.29	0.15	0.16	0.37	0.37
Avail Cap(c_a), veh/h	258	666	290	376	1126	515	612	2725	827	793	1823	923
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	37.7	38.8	26.2	23.3	23.8	1.6	0.0	0.0	10.8	11.9	12.0
Incr Delay (d2), s/veh	0.8	0.1	0.5	2.0	0.0	0.1	1.2	0.3	0.4	0.4	0.6	1.1
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	5.7	3.8	5.2	6.9	3.9	4.5	0.2	0.1	0.1	1.2	6.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	37.8	39.4	28.2	23.3	23.9	2.9	0.3	0.4	11.2	12.5	13.1
LnGrp LOS	D	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		449			646			1103			1145	
Approach Delay, s/veh		39.5			25.1			0.7			12.5	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.4		9.0		17.4	10.8	14.3				
Green Ext Time (p_c), s		7.5		1.4		9.5	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

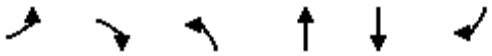


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	85	120	820	935	335
Future Volume (vph)	340	85	120	820	935	335
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.98	1.00			0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3372	4995	5036	1568
Flt Permitted	0.950		0.230			
Satd. Flow (perm)	3423	1556	815	4995	5036	1543
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						349
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	2	3	12			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	354	55	125	854	974	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	55	125	854	974	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.8	14.8	62.2	62.2	49.2	49.2
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.55	0.55
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	8.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	8.0	1.5
LOS	D	C	A	A	A	A
Approach Delay	39.2			5.6	6.3	
Approach LOS	D			A	A	

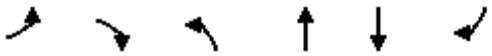
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	55	125	854	974	349
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	8.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	8.0	1.5
Queue Length 50th (ft)	97	28	9	56	65	2
Queue Length 95th (ft)	136	59	21	84	79	9
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	724	328	847	3454	2755	1002
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	0.49	0.17	0.15	0.25	0.35	0.35

Intersection Summary



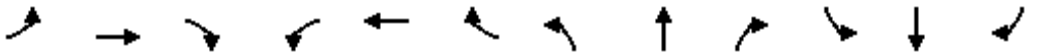
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	85	120	820	935	335
Future Volume (veh/h)	340	85	120	820	935	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1844	1844	1856	1856
Adj Flow Rate, veh/h	354	55	125	854	974	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	461	211	906	3635	2944	
Arrive On Green	0.13	0.13	0.07	0.72	0.39	0.00
Sat Flow, veh/h	3456	1585	3406	5199	5233	1572
Grp Volume(v), veh/h	354	55	125	854	974	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1703	1678	1689	1572
Q Serve(g_s), s	8.9	2.8	1.1	5.1	12.1	0.0
Cycle Q Clear(g_c), s	8.9	2.8	1.1	5.1	12.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	461	211	906	3635	2944	
V/C Ratio(X)	0.77	0.26	0.14	0.23	0.33	
Avail Cap(c_a), veh/h	730	335	1031	3635	2944	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.00
Uniform Delay (d), s/veh	37.7	35.0	6.1	4.2	15.2	0.0
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.0	0.6	2.5	8.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	35.7	6.1	4.3	15.5	0.0
LnGrp LOS	D	D	A	A	B	
Approach Vol, veh/h	409			979	974	
Approach Delay, s/veh	39.8			4.6	15.5	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	58.3				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	14.1				7.1	10.9
Green Ext Time (p_c), s	0.1	7.6				7.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

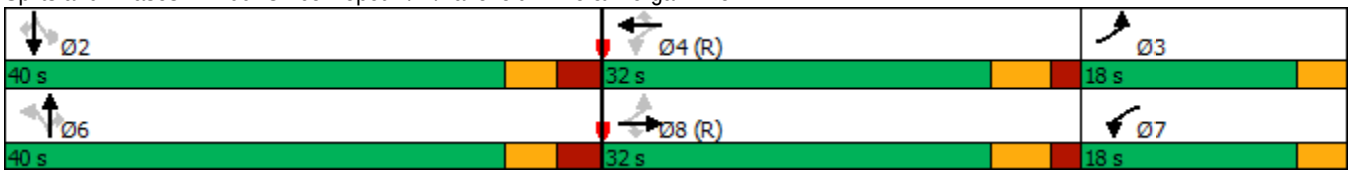


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	0	1840	1599	1787	1881	1599
Flt Permitted	0.531			0.545				0.875		0.725		
Satd. Flow (perm)	978	3505	1532	1015	3539	1558	0	1644	1578	1363	1881	1574
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			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%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	54	344	20	183	371	133	22	27	75	194	32	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	344	20	183	371	133	0	49	75	194	32	37
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	18.0	32.0	32.0	18.0	32.0	32.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	20.0%	35.6%	35.6%	20.0%	35.6%	35.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	14.5	26.0	26.0	14.5	26.0	26.0	33.5	33.5	33.5	33.5	33.5	33.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	47.8	47.8	58.0	49.9	49.9		19.2	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.64	0.53	0.53	0.64	0.55	0.55		0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.08	0.18	0.02	0.26	0.19	0.15		0.14	0.22	0.67	0.08	0.11
Control Delay	7.0	12.4	12.6	6.4	10.8	11.8		27.0	28.6	42.9	25.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	12.4	12.6	6.4	10.8	11.8		27.0	28.6	42.9	25.8	26.5
LOS	A	B	B	A	B	B		C	C	D	C	C
Approach Delay		11.7			9.8			28.0			38.5	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

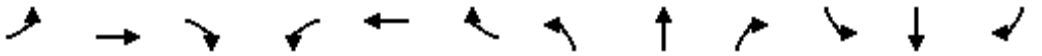
Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	344	20	183	371	133	49	75	194	32	37
v/c Ratio	0.08	0.18	0.02	0.26	0.19	0.15	0.14	0.22	0.67	0.08	0.11
Control Delay	7.0	12.4	12.6	6.4	10.8	11.8	27.0	28.6	42.9	25.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	12.4	12.6	6.4	10.8	11.8	27.0	28.6	42.9	25.8	26.5
Queue Length 50th (ft)	9	50	5	20	44	30	23	36	102	15	17
Queue Length 95th (ft)	27	90	19	m44	74	m57	47	65	155	34	38
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	828	1860	813	860	1961	863	611	587	507	700	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.18	0.02	0.21	0.19	0.15	0.08	0.13	0.38	0.05	0.06

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)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (veh/h)	50	320	30	170	345	200	20	25	70	180	30	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.98	1.00		0.98
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	54	344	20	183	371	133	22	27	75	194	32	37
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, %	3	3	3	2	2	2	1	1	1	1	1	1
Cap, veh/h	899	1018	442	886	1027	451	183	204	316	314	381	316
Arrive On Green	0.33	0.29	0.29	0.66	0.58	0.58	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3526	1531	1781	3554	1560	618	1012	1567	1296	1885	1567
Grp Volume(v), veh/h	54	344	20	183	371	133	49	0	75	194	32	37
Grp Sat Flow(s),veh/h/ln	1767	1763	1531	1781	1777	1560	1631	0	1567	1296	1885	1567
Q Serve(g_s), s	0.0	6.9	0.8	0.0	5.0	3.9	0.0	0.0	3.6	13.0	1.2	1.7
Cycle Q Clear(g_c), s	0.0	6.9	0.8	0.0	5.0	3.9	1.9	0.0	3.6	14.9	1.2	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	899	1018	442	886	1027	451	387	0	316	314	381	316
V/C Ratio(X)	0.06	0.34	0.05	0.21	0.36	0.30	0.13	0.00	0.24	0.62	0.08	0.12
Avail Cap(c_a), veh/h	899	1018	442	886	1027	451	658	0	583	535	702	583
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	25.2	23.1	5.2	14.6	14.3	29.4	0.0	30.1	35.5	29.2	29.4
Incr Delay (d2), s/veh	0.0	0.9	0.2	0.1	1.0	1.7	0.1	0.0	0.4	2.8	0.1	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	0.8	5.3	0.6	1.6	3.4	2.6	1.6	0.0	2.5	7.7	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	26.1	23.2	5.3	15.6	16.0	29.6	0.0	30.5	38.3	29.3	29.6
LnGrp LOS	A	C	C	A	B	B	C	A	C	D	C	C
Approach Vol, veh/h		418			687			124			263	
Approach Delay, s/veh		23.8			12.9			30.1			36.0	
Approach LOS		C			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.7	33.3	32.0		24.7	33.3	32.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		33.5	14.5	26.0		33.5	14.5	26.0				
Max Q Clear Time (g_c+I1), s		16.9	2.0	7.0		5.6	2.0	8.9				
Green Ext Time (p_c), s		1.3	0.1	2.8		0.5	0.4	2.1				

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	570	1	0	715	0	80
Future Volume (vph)	570	1	0	715	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	633	1	0	794	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	634	0	0	794	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

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	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	1	0	715	0	80
Future Vol, veh/h	570	1	0	715	0	80
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	633	1	0	794	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	319
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	680
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	679
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

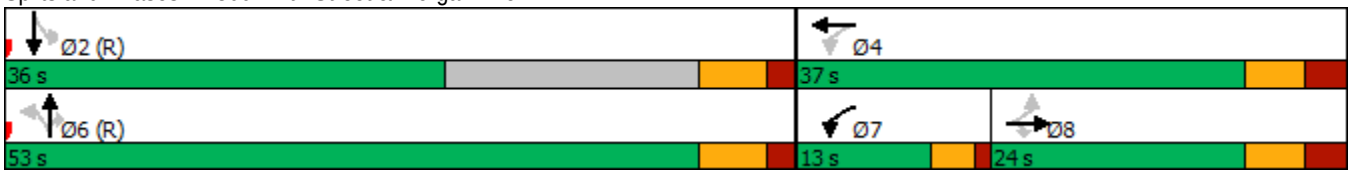
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	679	-	-	-
HCM Lane V/C Ratio	0.131	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

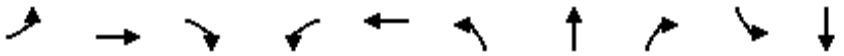
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	0.99		0.98	1.00	1.00		1.00		0.99	1.00	1.00	
Frt			0.850		0.961				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1770	4863	0	3421	5068	1568	3438	5013	0
Flt Permitted	0.428			0.421			0.149			0.288		
Satd. Flow (perm)	771	3438	1511	783	4863	0	536	5068	1546	1042	5013	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	7		3	3		7	13		3	3		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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	104	328	152	214	422	146	198	891	129	146	1234	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	328	152	214	568	0	198	891	129	146	1359	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.2	16.2	16.2	32.2	29.2		47.3	47.3	47.3	47.3	47.3	
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.75	0.53	0.56	0.57	0.36		0.70	0.33	0.16	0.27	0.52	
Control Delay	59.3	27.5	32.6	27.6	23.9		30.9	10.2	9.6	13.7	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	59.3	27.5	32.6	27.6	23.9		30.9	10.2	9.6	13.7	14.9	
LOS	E	C	C	C	C		C	B	A	B	B	
Approach Delay		34.5			24.9			13.5			14.8	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

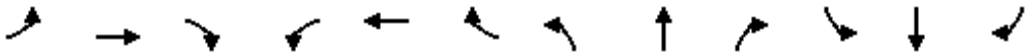




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	328	152	214	568	198	891	129	146	1359
v/c Ratio	0.75	0.53	0.56	0.57	0.36	0.70	0.33	0.16	0.27	0.52
Control Delay	59.3	27.5	32.6	27.6	23.9	30.9	10.2	9.6	13.7	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	27.5	32.6	27.6	23.9	30.9	10.2	9.6	13.7	14.9
Queue Length 50th (ft)	60	71	63	86	88	50	91	36	22	178
Queue Length 95th (ft)	#131	101	105	143	118	#107	110	61	43	217
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	145	649	285	378	1621	281	2663	812	547	2634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.51	0.53	0.57	0.35	0.70	0.33	0.16	0.27	0.52

Intersection Summary

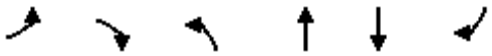
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1867	1867	1856	1873	1873	1873
Adj Flow Rate, veh/h	104	328	152	214	422	146	198	891	129	146	1234	125
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, %	5	5	5	2	2	2	3	3	3	2	2	2
Cap, veh/h	216	578	251	326	1174	388	450	2747	831	737	2520	255
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	819	3469	1508	1781	3775	1246	775	5098	1542	1071	4675	474
Grp Volume(v), veh/h	104	328	152	214	379	189	198	891	129	146	900	459
Grp Sat Flow(s),veh/h/ln	819	1735	1508	1781	1702	1617	388	1699	1542	536	1705	1739
Q Serve(g_s), s	11.3	8.3	8.9	8.7	7.8	8.2	13.4	0.0	0.0	6.6	14.9	14.9
Cycle Q Clear(g_c), s	11.3	8.3	8.9	8.7	7.8	8.2	28.3	0.0	0.0	6.6	14.9	14.9
Prop In Lane	1.00		1.00	1.00		0.77	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	216	578	251	326	1059	503	450	2747	831	737	1837	937
V/C Ratio(X)	0.48	0.57	0.60	0.66	0.36	0.38	0.44	0.32	0.16	0.20	0.49	0.49
Avail Cap(c_a), veh/h	235	655	285	326	1135	539	450	2747	831	737	1837	937
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	39.4	39.6	26.6	24.0	24.2	4.3	0.0	0.0	11.1	13.0	13.0
Incr Delay (d2), s/veh	0.6	0.3	1.5	4.7	0.1	0.2	2.9	0.3	0.4	0.6	0.9	1.8
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	4.5	6.8	6.5	7.3	5.5	5.6	1.0	0.1	0.2	1.4	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	39.7	41.2	31.4	24.1	24.4	7.3	0.3	0.4	11.7	13.9	14.8
LnGrp LOS	D	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		584			782			1218			1505	
Approach Delay, s/veh		40.4			26.2			1.4			14.0	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		16.9		10.2		30.3	10.7	13.3				
Green Ext Time (p_c), s		8.1		1.9		8.8	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

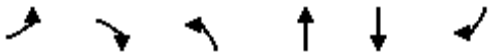


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	95	105	945	1180	445
Future Volume (vph)	340	95	105	945	1180	445
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	1553	3438	5093	5085	1583
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3362	1530	612	5093	5085	1560
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						387
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	351	61	108	974	1216	459
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	61	108	974	1216	459
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.9	14.9	62.1	62.1	51.7	51.7
Actuated g/C Ratio	0.17	0.17	0.69	0.69	0.57	0.57
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	6.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	6.5	1.5
LOS	D	C	A	A	A	A
Approach Delay	39.2			5.8	5.1	
Approach LOS	D			A	A	

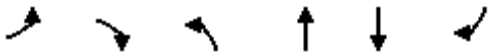
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 72 (80%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	61	108	974	1216	459
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	6.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	6.5	1.5
Queue Length 50th (ft)	97	31	8	66	69	2
Queue Length 95th (ft)	135	64	18	98	82	9
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	710	323	736	3516	2923	1061
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	0.49	0.19	0.15	0.28	0.42	0.43

Intersection Summary



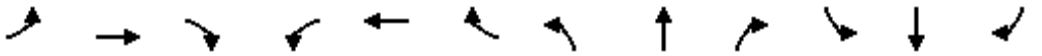
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	95	105	945	1180	445
Future Volume (veh/h)	340	95	105	945	1180	445
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1873	1873	1870	1870
Adj Flow Rate, veh/h	351	61	108	974	1216	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	453	208	931	3694	2977	
Arrive On Green	0.13	0.13	0.07	0.72	1.00	0.00
Sat Flow, veh/h	3401	1560	3461	5283	5274	1585
Grp Volume(v), veh/h	351	61	108	974	1216	0
Grp Sat Flow(s),veh/h/ln	1700	1560	1731	1705	1702	1585
Q Serve(g_s), s	9.0	3.2	0.9	5.9	0.0	0.0
Cycle Q Clear(g_c), s	9.0	3.2	0.9	5.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	453	208	931	3694	2977	
V/C Ratio(X)	0.77	0.29	0.12	0.26	0.41	
Avail Cap(c_a), veh/h	718	329	1064	3694	2977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.00
Uniform Delay (d), s/veh	37.7	35.2	4.8	4.3	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.8	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.2	0.5	2.9	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	36.0	4.9	4.5	0.4	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	412			1082	1216	
Approach Delay, s/veh	39.9			4.5	0.4	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	58.5				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	2.0				7.9	11.0
Green Ext Time (p_c), s	0.1	11.1				8.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

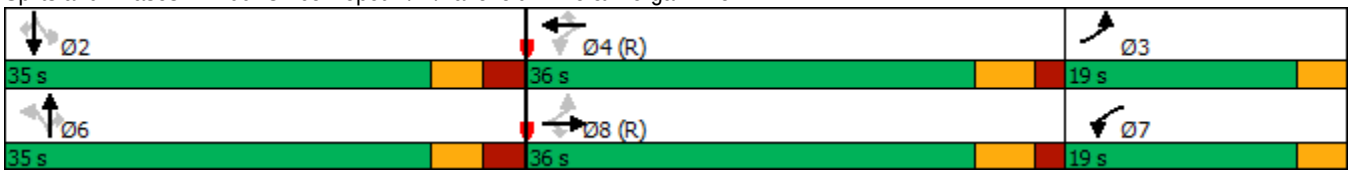


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00		0.98		1.00	0.99	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1822	1583	1752	1845	1568
Flt Permitted	0.617			0.617				0.861		0.726		
Satd. Flow (perm)	1148	3539	1543	1147	3539	1559	0	1603	1562	1338	1845	1547
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	63	216	16	221	216	91	21	26	105	137	42	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	216	16	221	216	91	0	47	105	137	42	23
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	19.0	36.0	36.0	19.0	36.0	36.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	21.1%	40.0%	40.0%	21.1%	40.0%	40.0%	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%
Maximum Green (s)	15.5	30.0	30.0	15.5	30.0	30.0	28.5	28.5	28.5	28.5	28.5	28.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	60.7	51.2	51.2	61.4	53.3	53.3		15.8	15.8	15.8	15.8	15.8
Actuated g/C Ratio	0.67	0.57	0.57	0.68	0.59	0.59		0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.08	0.11	0.02	0.27	0.10	0.10		0.17	0.38	0.59	0.13	0.09
Control Delay	5.3	10.0	10.4	4.4	7.6	8.6		30.8	35.5	43.5	29.9	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	10.0	10.4	4.4	7.6	8.6		30.8	35.5	43.5	29.9	29.2
LOS	A	A	B	A	A	A		C	D	D	C	C
Approach Delay		9.0			6.4			34.1			39.0	
Approach LOS		A			A			C			D	

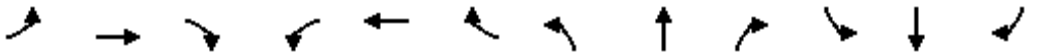
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 53 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	216	16	221	216	91	47	105	137	42	23
v/c Ratio	0.08	0.11	0.02	0.27	0.10	0.10	0.17	0.38	0.59	0.13	0.09
Control Delay	5.3	10.0	10.4	4.4	7.6	8.6	30.8	35.5	43.5	29.9	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	10.0	10.4	4.4	7.6	8.6	30.8	35.5	43.5	29.9	29.2
Queue Length 50th (ft)	9	27	4	16	15	12	23	54	73	21	11
Queue Length 95th (ft)	26	53	15	88	50	55	48	93	121	44	29
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	990	2014	878	998	2097	923	507	494	423	584	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.11	0.02	0.22	0.10	0.10	0.09	0.21	0.32	0.07	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (veh/h)	60	205	25	210	205	140	20	25	100	130	40	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	63	216	16	221	216	91	21	26	105	137	42	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	1018	1185	515	997	1185	520	152	168	251	253	298	249
Arrive On Green	0.33	0.33	0.33	0.55	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3554	1545	1781	3554	1561	589	1045	1561	1247	1856	1549
Grp Volume(v), veh/h	63	216	16	221	216	91	47	0	105	137	42	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1561	1634	0	1561	1247	1856	1549
Q Serve(g_s), s	0.0	3.9	0.6	0.0	2.7	2.6	0.0	0.0	5.4	9.6	1.7	1.1
Cycle Q Clear(g_c), s	0.0	3.9	0.6	0.0	2.7	2.6	1.9	0.0	5.4	11.5	1.7	1.1
Prop In Lane	1.00		1.00	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1018	1185	515	997	1185	520	320	0	251	253	298	249
V/C Ratio(X)	0.06	0.18	0.03	0.22	0.18	0.17	0.15	0.00	0.42	0.54	0.14	0.09
Avail Cap(c_a), veh/h	1018	1185	515	997	1185	520	568	0	494	448	588	490
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	21.3	20.2	5.1	13.9	13.9	32.5	0.0	34.0	37.5	32.4	32.2
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.3	0.7	0.2	0.0	1.1	2.5	0.3	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	0.8	3.0	0.4	2.1	2.0	1.8	1.6	0.0	3.8	5.5	1.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	21.6	20.3	5.2	14.2	14.6	32.7	0.0	35.1	40.0	32.8	32.4
LnGrp LOS	A	C	C	A	B	B	C	A	D	D	C	C
Approach Vol, veh/h		295			528			152			202	
Approach Delay, s/veh		18.3			10.5			34.4			37.7	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.9	33.1	36.0		20.9	33.1	36.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		28.5	15.5	30.0		28.5	15.5	30.0				
Max Q Clear Time (g_c+I1), s		13.5	2.0	4.7		7.4	2.0	5.9				
Green Ext Time (p_c), s		0.9	0.1	1.7		0.5	0.5	1.4				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	1	0	555	0	105
Future Volume (vph)	435	1	0	555	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	489	1	0	624	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	624	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

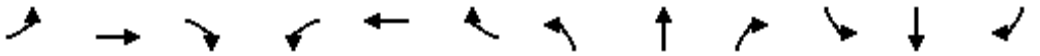
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	1	0	555	0	105
Future Vol, veh/h	435	1	0	555	0	105
Conflicting Peds, #/hr	0	1	1	0	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	489	1	0	624	0	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	247
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	756
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	755
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	755	-	-	-
HCM Lane V/C Ratio	0.156	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-



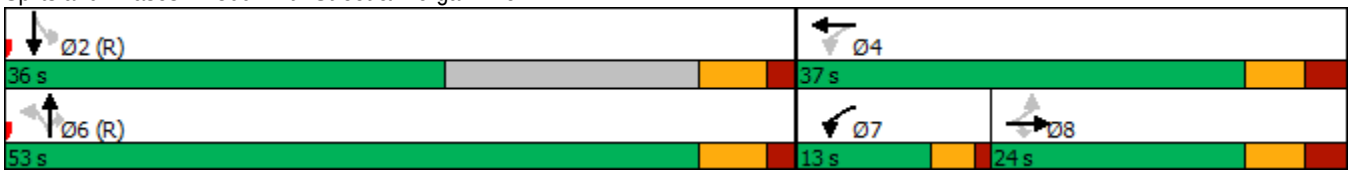
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.951				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1787	4858	0	3489	5168	1599	3438	4996	0
Flt Permitted	0.522			0.500			0.238			0.308		
Satd. Flow (perm)	969	3539	1555	939	4858	0	873	5168	1576	1114	4996	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	4		3	3		4	10		3	3		10
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	128	204	136	173	250	122	199	842	130	102	918	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	204	136	173	372	0	199	842	130	102	1035	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

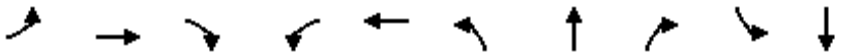
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	8	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	7.0	19.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	23.0	23.0	23.0	11.0	26.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	24.0	24.0	24.0	13.0	37.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	26.7%	26.7%	26.7%	14.4%	41.1%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	17.0	17.0	17.0	9.0	30.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	16.1	16.1	16.1	31.9	28.9		47.6	47.6	47.6	47.6	47.6	
Actuated g/C Ratio	0.18	0.18	0.18	0.35	0.32		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.74	0.32	0.49	0.42	0.24		0.43	0.31	0.16	0.17	0.39	
Control Delay	51.6	23.8	29.6	23.9	22.7		14.8	10.2	9.7	12.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	51.6	23.8	29.6	23.9	22.7		14.8	10.2	9.7	12.3	13.3	
LOS	D	C	C	C	C		B	B	A	B	B	
Approach Delay		33.1			23.1			10.9			13.2	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 300: 27th Street & Morgan Ave

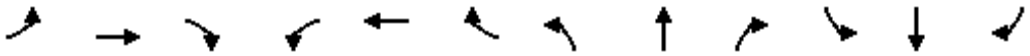




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	204	136	173	372	199	842	130	102	1035
v/c Ratio	0.74	0.32	0.49	0.42	0.24	0.43	0.31	0.16	0.17	0.39
Control Delay	51.6	23.8	29.6	23.9	22.7	14.8	10.2	9.7	12.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	23.8	29.6	23.9	22.7	14.8	10.2	9.7	12.3	13.3
Queue Length 50th (ft)	62	50	65	69	56	29	89	37	14	122
Queue Length 95th (ft)	#138	77	111	117	79	79	109	64	29	156
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	183	668	293	417	1619	461	2732	833	588	2641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.46	0.41	0.23	0.43	0.31	0.16	0.17	0.39

Intersection Summary

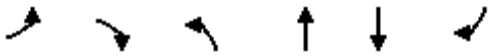
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1885	1885	1885	1897	1897	1885	1873	1873	1873
Adj Flow Rate, veh/h	128	204	136	173	250	122	199	842	130	102	918	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	248	592	259	371	1069	475	616	2806	850	767	2466	313
Arrive On Green	0.06	0.06	0.06	0.10	0.31	0.31	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	1006	3554	1553	1795	3468	1541	1071	5179	1569	1121	4551	578
Grp Volume(v), veh/h	128	204	136	173	247	125	199	842	130	102	687	348
Grp Sat Flow(s),veh/h/ln	1006	1777	1553	1795	1716	1577	536	1726	1569	561	1705	1719
Q Serve(g_s), s	11.3	5.0	7.7	6.9	4.8	5.4	5.5	0.0	0.0	4.1	10.4	10.5
Cycle Q Clear(g_c), s	11.3	5.0	7.7	6.9	4.8	5.4	15.9	0.0	0.0	4.1	10.4	10.5
Prop In Lane	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	248	592	259	371	1058	486	616	2806	850	767	1847	932
V/C Ratio(X)	0.52	0.34	0.53	0.47	0.23	0.26	0.32	0.30	0.15	0.13	0.37	0.37
Avail Cap(c_a), veh/h	270	671	293	376	1144	526	616	2806	850	767	1847	932
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	37.8	39.1	25.7	23.2	23.4	1.7	0.0	0.0	10.4	11.8	11.8
Incr Delay (d2), s/veh	0.6	0.1	0.6	0.9	0.0	0.1	1.3	0.3	0.4	0.4	0.6	1.1
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	5.5	4.0	5.6	5.3	3.5	3.5	0.2	0.1	0.1	0.9	6.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	37.9	39.7	26.6	23.2	23.5	3.0	0.3	0.4	10.8	12.4	13.0
LnGrp LOS	D	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		468			545			1171			1137	
Approach Delay, s/veh		39.4			24.4			0.7			12.4	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		55.3		34.7		55.3	12.7	22.0				
Change Period (Y+Rc), s		6.5		7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5		30.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.5		7.4		17.9	8.9	13.3				
Green Ext Time (p_c), s		7.4		1.2		10.1	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

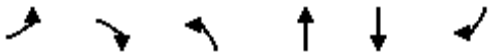


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	385	95	120	870	985	300
Future Volume (vph)	385	95	120	870	985	300
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1599	3473	5144	5085	1583
Flt Permitted	0.950		0.200			
Satd. Flow (perm)	3462	1576	731	5144	5085	1563
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						312
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
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
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	418	64	130	946	1071	326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	418	64	130	946	1071	326
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	61.2	61.2	48.2	48.2
Actuated g/C Ratio	0.18	0.18	0.68	0.68	0.54	0.54
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	8.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	8.5	1.4
LOS	D	C	A	A	A	A
Approach Delay	39.7			6.1	6.9	
Approach LOS	D			A	A	

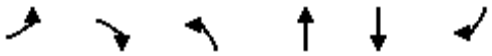
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 57 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	418	64	130	946	1071	326
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	8.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	8.5	1.4
Queue Length 50th (ft)	115	32	11	68	74	1
Queue Length 95th (ft)	158	65	22	97	90	6
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	731	332	801	3498	2723	981
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	0.57	0.19	0.16	0.27	0.39	0.33

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	95	120	870	985	300
Future Volume (veh/h)	385	95	120	870	985	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1888	1888	1870	1870
Adj Flow Rate, veh/h	418	64	130	946	1071	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	520	239	1003	3640	2884	
Arrive On Green	0.15	0.15	0.07	0.71	1.00	0.00
Sat Flow, veh/h	3483	1598	3489	5325	5274	1585
Grp Volume(v), veh/h	418	64	130	946	1071	0
Grp Sat Flow(s),veh/h/ln	1742	1598	1744	1718	1702	1585
Q Serve(g_s), s	10.4	3.2	1.2	5.9	0.0	0.0
Cycle Q Clear(g_c), s	10.4	3.2	1.2	5.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	520	239	1003	3640	2884	
V/C Ratio(X)	0.80	0.27	0.13	0.26	0.37	
Avail Cap(c_a), veh/h	735	337	1130	3640	2884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	37.0	33.9	5.4	4.8	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	2.2	0.6	3.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	34.5	5.4	4.9	0.3	0.0
LnGrp LOS	D	C	A	A	A	
Approach Vol, veh/h	482			1076	1071	
Approach Delay, s/veh	40.4			5.0	0.3	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	56.8				69.6	20.4
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	2.0				7.9	12.4
Green Ext Time (p_c), s	0.1	9.3				8.0	1.0

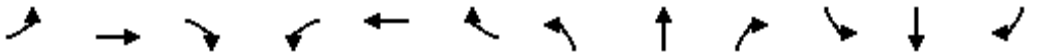
Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix E
Alternate Improvement
Peak Hour Analysis Outputs

Build Traffic - With Alternate Modifications

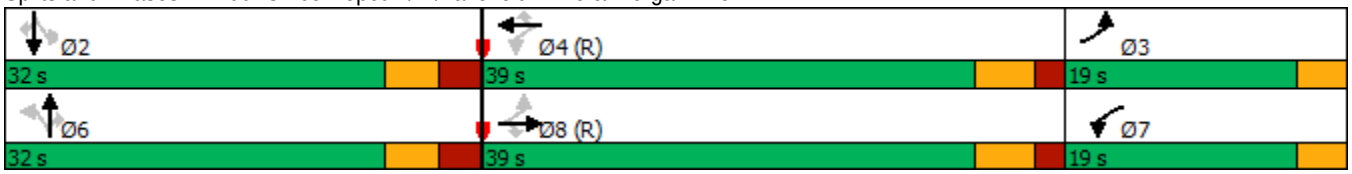


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (vph)	50	245	25	205	205	140	15	20	70	95	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.99		1.00	0.98	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.979		0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1824	1583	1736	1827	1553
Flt Permitted	0.608			0.583				0.853		0.732		
Satd. Flow (perm)	1110	3471	1518	1064	3471	1531	0	1588	1558	1333	1827	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	2		1	1		2	1		3	3		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	56	275	17	230	230	98	17	22	79	107	34	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	275	17	230	230	98	0	39	79	107	34	14
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	19.0	39.0	39.0	19.0	39.0	39.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	21.1%	43.3%	43.3%	21.1%	43.3%	43.3%	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	15.5	33.0	33.0	15.5	33.0	33.0	25.5	25.5	25.5	25.5	25.5	25.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	65.9	56.4	56.4	66.6	59.7	59.7		13.9	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.73	0.63	0.63	0.74	0.66	0.66		0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.07	0.13	0.02	0.27	0.10	0.10		0.16	0.33	0.52	0.12	0.06
Control Delay	4.4	8.5	9.1	2.5	4.3	4.9		32.9	36.5	43.5	32.0	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	8.5	9.1	2.5	4.3	4.9		32.9	36.5	43.5	32.0	30.8
LOS	A	A	A	A	A	A		C	D	D	C	C
Approach Delay		7.9			3.7			35.3			39.9	
Approach LOS		A			A			D			D	

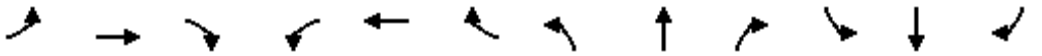
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 68 (76%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	275	17	230	230	98	39	79	107	34	14
v/c Ratio	0.07	0.13	0.02	0.27	0.10	0.10	0.16	0.33	0.52	0.12	0.06
Control Delay	4.4	8.5	9.1	2.5	4.3	4.9	32.9	36.5	43.5	32.0	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	8.5	9.1	2.5	4.3	4.9	32.9	36.5	43.5	32.0	30.8
Queue Length 50th (ft)	7	33	4	13	11	9	20	41	57	17	7
Queue Length 95th (ft)	20	59	14	19	25	26	45	76	101	40	22
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	1013	2176	952	992	2304	1016	449	441	377	517	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.13	0.02	0.23	0.10	0.10	0.09	0.18	0.28	0.07	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	245	25	205	205	140	15	20	70	95	30	20
Future Volume (veh/h)	50	245	25	205	205	140	15	20	70	95	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.99		0.98	0.99		0.98
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	1841	1841	1841	1841	1841	1841	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	56	275	17	230	230	98	17	22	79	107	34	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	4	4	4
Cap, veh/h	1033	1282	558	985	1282	564	129	144	202	221	239	199
Arrive On Green	0.33	0.37	0.37	0.54	0.61	0.61	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1753	3497	1523	1753	3497	1538	549	1110	1553	1266	1841	1528
Grp Volume(v), veh/h	56	275	17	230	230	98	39	0	79	107	34	14
Grp Sat Flow(s),veh/h/ln	1753	1749	1523	1753	1749	1538	1658	0	1553	1266	1841	1528
Q Serve(g_s), s	0.0	4.9	0.6	0.0	2.6	2.5	0.0	0.0	4.2	7.4	1.5	0.7
Cycle Q Clear(g_c), s	0.0	4.9	0.6	0.0	2.6	2.5	1.7	0.0	4.2	9.1	1.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	0.44		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1033	1282	558	985	1282	564	273	0	202	221	239	199
V/C Ratio(X)	0.05	0.21	0.03	0.23	0.18	0.17	0.14	0.00	0.39	0.48	0.14	0.07
Avail Cap(c_a), veh/h	1033	1282	558	985	1282	564	518	0	440	415	522	433
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	19.6	18.3	4.7	11.5	11.5	34.8	0.0	35.9	38.8	34.7	34.4
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.1	0.3	0.7	0.2	0.0	1.2	2.3	0.4	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	0.6	3.6	0.4	2.1	1.8	1.6	1.4	0.0	2.9	4.4	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	20.0	18.4	4.8	11.9	12.2	35.0	0.0	37.1	41.1	35.1	34.6
LnGrp LOS	A	B	B	A	B	B	D	A	D	D	D	C
Approach Vol, veh/h		348			558			118			155	
Approach Delay, s/veh		17.5			9.0			36.4			39.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.2	32.8	39.0		18.2	32.8	39.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		25.5	15.5	33.0		25.5	15.5	33.0				
Max Q Clear Time (g_c+I1), s		11.1	2.0	4.6		6.2	2.0	6.9				
Green Ext Time (p_c), s		0.7	0.1	1.8		0.4	0.5	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	410	1	0	550	0	95
Future Volume (vph)	410	1	0	550	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3471	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3471	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	2
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Adj. Flow (vph)	427	1	0	573	0	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	573	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

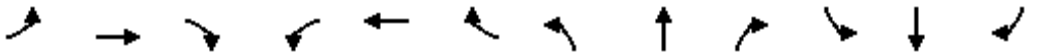
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	1	0	550	0	95
Future Vol, veh/h	410	1	0	550	0	95
Conflicting Peds, #/hr	0	1	1	0	1	2
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	96	96	96	96	96	96
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	427	1	0	573	0	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	217
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	791
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	789
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	789	-	-	-
HCM Lane V/C Ratio	0.125	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

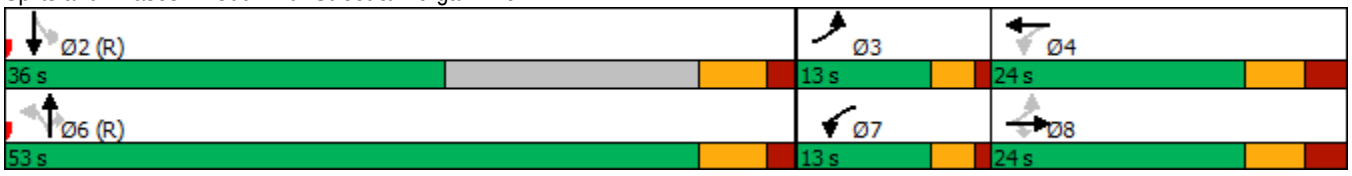


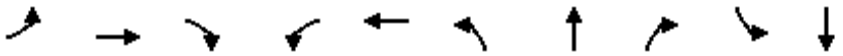
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (vph)	125	185	195	205	265	150	180	760	190	125	870	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.98	1.00	1.00	
Frt			0.850		0.946				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	4733	0	3388	5019	1553	3405	4954	0
Flt Permitted	0.491			0.610			0.246			0.329		
Satd. Flow (perm)	904	3505	1533	1120	4733	0	877	5019	1527	1177	4954	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	3		6	6		3	7		7	7		7
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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	130	193	126	214	276	156	188	792	123	130	906	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	193	126	214	432	0	188	792	123	130	1015	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	3	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	11.0	23.0	23.0	11.0	23.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	13.0	24.0	24.0	13.0	24.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	14.4%	26.7%	26.7%	14.4%	26.7%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	26.8	15.3	15.3	27.7	15.7		48.2	48.2	48.2	48.2	48.2	
Actuated g/C Ratio	0.30	0.17	0.17	0.31	0.17		0.54	0.54	0.54	0.54	0.54	
v/c Ratio	0.37	0.32	0.48	0.53	0.52		0.40	0.29	0.15	0.21	0.38	
Control Delay	16.2	24.8	30.5	27.7	36.4		13.3	9.8	9.2	12.1	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.2	24.8	30.5	27.7	36.4		13.3	9.8	9.2	12.1	12.8	
LOS	B	C	C	C	D		B	A	A	B	B	
Approach Delay		23.9			33.5			10.3			12.7	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

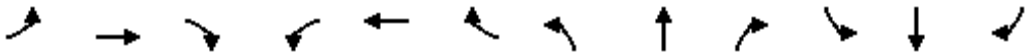
Splits and Phases: 300: 27th Street & Morgan Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	130	193	126	214	432	188	792	123	130	1015
v/c Ratio	0.37	0.32	0.48	0.53	0.52	0.40	0.29	0.15	0.21	0.38
Control Delay	16.2	24.8	30.5	27.7	36.4	13.3	9.8	9.2	12.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	24.8	30.5	27.7	36.4	13.3	9.8	9.2	12.1	12.8
Queue Length 50th (ft)	27	45	57	90	83	28	84	35	18	115
Queue Length 95th (ft)	46	68	97	145	114	45	104	61	36	151
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	359	662	289	408	894	469	2689	817	630	2654
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.29	0.44	0.52	0.48	0.40	0.29	0.15	0.21	0.38

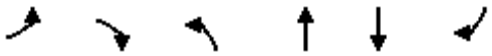
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Future Volume (veh/h)	125	185	195	205	265	150	180	760	190	125	870	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1852	1852	1841	1858	1858	1858
Adj Flow Rate, veh/h	130	193	126	214	276	156	188	792	123	130	906	109
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, %	3	3	3	3	3	3	4	4	4	3	3	3
Cap, veh/h	311	588	256	376	632	287	612	2725	827	793	2452	294
Arrive On Green	0.03	0.06	0.06	0.10	0.19	0.19	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	1767	3526	1535	1767	3377	1537	1066	5057	1535	1174	4550	545
Grp Volume(v), veh/h	130	193	126	214	276	156	188	792	123	130	673	342
Grp Sat Flow(s),veh/h/ln	1767	1763	1535	1767	1689	1537	533	1686	1535	587	1691	1713
Q Serve(g_s), s	5.4	4.7	7.2	9.0	6.5	8.3	5.0	0.0	0.0	5.2	10.3	10.4
Cycle Q Clear(g_c), s	5.4	4.7	7.2	9.0	6.5	8.3	15.4	0.0	0.0	5.2	10.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	311	588	256	376	632	287	612	2725	827	793	1823	923
V/C Ratio(X)	0.42	0.33	0.49	0.57	0.44	0.54	0.31	0.29	0.15	0.16	0.37	0.37
Avail Cap(c_a), veh/h	347	666	290	376	638	290	612	2725	827	793	1823	923
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	37.7	38.8	27.7	32.4	33.1	1.6	0.0	0.0	10.8	11.9	12.0
Incr Delay (d2), s/veh	0.9	0.1	0.5	2.0	0.2	1.1	1.2	0.3	0.4	0.4	0.6	1.1
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	4.4	3.8	5.2	7.1	4.7	5.6	0.2	0.1	0.1	1.2	6.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	37.8	39.4	29.8	32.6	34.2	2.9	0.3	0.4	11.2	12.5	13.1
LnGrp LOS	C	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		449			646			1103			1145	
Approach Delay, s/veh		36.1			32.0			0.7			12.5	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0	11.2	23.8		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5	4.0	7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5	9.0	17.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.4	7.4	10.3		17.4	11.0	9.2				
Green Ext Time (p_c), s		7.5	0.0	0.9		9.5	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

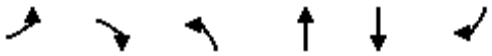


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	85	120	820	935	335
Future Volume (vph)	340	85	120	820	935	335
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.98	1.00			0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3372	4995	5036	1568
Flt Permitted	0.950		0.230			
Satd. Flow (perm)	3423	1556	815	4995	5036	1543
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						349
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	2	3	12			5
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	354	55	125	854	974	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	55	125	854	974	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.8	14.8	62.2	62.2	49.2	49.2
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.55	0.55
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	8.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	8.3	1.5
LOS	D	C	A	A	A	A
Approach Delay	39.2			5.6	6.5	
Approach LOS	D			A	A	

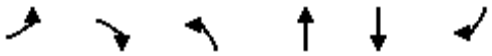
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 75 (83%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	55	125	854	974	349
v/c Ratio	0.63	0.22	0.16	0.25	0.35	0.35
Control Delay	40.0	33.8	5.3	5.6	8.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	33.8	5.3	5.6	8.3	1.5
Queue Length 50th (ft)	97	28	9	56	65	2
Queue Length 95th (ft)	136	59	21	84	80	8
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	724	328	847	3454	2755	1002
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	0.49	0.17	0.15	0.25	0.35	0.35

Intersection Summary



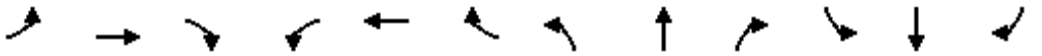
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	85	120	820	935	335
Future Volume (veh/h)	340	85	120	820	935	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1844	1844	1856	1856
Adj Flow Rate, veh/h	354	55	125	854	974	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	4	3	3
Cap, veh/h	461	211	906	3635	2944	
Arrive On Green	0.13	0.13	0.07	0.72	0.39	0.00
Sat Flow, veh/h	3456	1585	3406	5199	5233	1572
Grp Volume(v), veh/h	354	55	125	854	974	0
Grp Sat Flow(s),veh/h/ln	1728	1585	1703	1678	1689	1572
Q Serve(g_s), s	8.9	2.8	1.1	5.1	12.1	0.0
Cycle Q Clear(g_c), s	8.9	2.8	1.1	5.1	12.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	461	211	906	3635	2944	
V/C Ratio(X)	0.77	0.26	0.14	0.23	0.33	
Avail Cap(c_a), veh/h	730	335	1031	3635	2944	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.91	0.00
Uniform Delay (d), s/veh	37.7	35.0	6.1	4.2	15.2	0.0
Incr Delay (d2), s/veh	2.7	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.0	0.6	2.5	8.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	35.7	6.1	4.3	15.5	0.0
LnGrp LOS	D	D	A	A	B	
Approach Vol, veh/h	409			979	974	
Approach Delay, s/veh	39.8			4.6	15.5	
Approach LOS	D			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	58.3				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	14.1				7.1	10.9
Green Ext Time (p_c), s	0.1	7.6				7.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

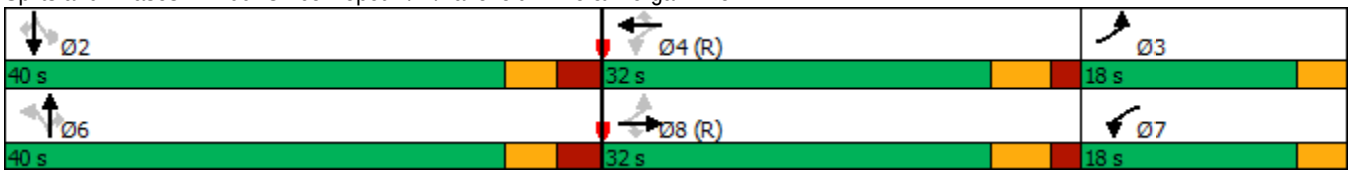


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (vph)	50	320	30	170	345	200	20	25	70	180	30	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98		1.00	0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1752	3505	1568	1770	3539	1583	0	1840	1599	1787	1881	1599
Flt Permitted	0.531			0.545				0.875		0.725		
Satd. Flow (perm)	978	3505	1532	1015	3539	1558	0	1644	1578	1363	1881	1574
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		1	1		3	4		1	1		4
Confl. Bikes (#/hr)			1			1			1			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%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	54	344	20	183	371	133	22	27	75	194	32	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	344	20	183	371	133	0	49	75	194	32	37
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	18.0	32.0	32.0	18.0	32.0	32.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	20.0%	35.6%	35.6%	20.0%	35.6%	35.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	14.5	26.0	26.0	14.5	26.0	26.0	33.5	33.5	33.5	33.5	33.5	33.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	47.8	47.8	58.0	49.9	49.9		19.2	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.64	0.53	0.53	0.64	0.55	0.55		0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.08	0.18	0.02	0.26	0.19	0.15		0.14	0.22	0.67	0.08	0.11
Control Delay	7.0	12.4	12.6	5.0	10.1	10.9		27.0	28.6	42.9	25.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	12.4	12.6	5.0	10.1	10.9		27.0	28.6	42.9	25.8	26.5
LOS	A	B	B	A	B	B		C	C	D	C	C
Approach Delay		11.7			8.9			28.0			38.5	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 61 (68%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

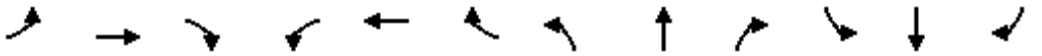
Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	344	20	183	371	133	49	75	194	32	37
v/c Ratio	0.08	0.18	0.02	0.26	0.19	0.15	0.14	0.22	0.67	0.08	0.11
Control Delay	7.0	12.4	12.6	5.0	10.1	10.9	27.0	28.6	42.9	25.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	12.4	12.6	5.0	10.1	10.9	27.0	28.6	42.9	25.8	26.5
Queue Length 50th (ft)	9	50	5	18	41	28	23	36	102	15	17
Queue Length 95th (ft)	27	90	19	m44	67	m55	47	65	155	34	38
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	828	1860	813	860	1961	863	611	587	507	700	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.18	0.02	0.21	0.19	0.15	0.08	0.13	0.38	0.05	0.06

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)	50	320	30	170	345	200	20	25	70	180	30	55
Future Volume (veh/h)	50	320	30	170	345	200	20	25	70	180	30	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.98	1.00		0.98
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	54	344	20	183	371	133	22	27	75	194	32	37
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, %	3	3	3	2	2	2	1	1	1	1	1	1
Cap, veh/h	899	1018	442	886	1027	451	183	204	316	314	381	316
Arrive On Green	0.33	0.29	0.29	0.66	0.58	0.58	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3526	1531	1781	3554	1560	618	1012	1567	1296	1885	1567
Grp Volume(v), veh/h	54	344	20	183	371	133	49	0	75	194	32	37
Grp Sat Flow(s),veh/h/ln	1767	1763	1531	1781	1777	1560	1631	0	1567	1296	1885	1567
Q Serve(g_s), s	0.0	6.9	0.8	0.0	5.0	3.9	0.0	0.0	3.6	13.0	1.2	1.7
Cycle Q Clear(g_c), s	0.0	6.9	0.8	0.0	5.0	3.9	1.9	0.0	3.6	14.9	1.2	1.7
Prop In Lane	1.00		1.00	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	899	1018	442	886	1027	451	387	0	316	314	381	316
V/C Ratio(X)	0.06	0.34	0.05	0.21	0.36	0.30	0.13	0.00	0.24	0.62	0.08	0.12
Avail Cap(c_a), veh/h	899	1018	442	886	1027	451	658	0	583	535	702	583
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	25.2	23.1	5.2	14.6	14.3	29.4	0.0	30.1	35.5	29.2	29.4
Incr Delay (d2), s/veh	0.0	0.9	0.2	0.1	1.0	1.7	0.1	0.0	0.4	2.8	0.1	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	0.8	5.3	0.6	1.6	3.4	2.6	1.6	0.0	2.5	7.7	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	26.1	23.2	5.3	15.6	16.0	29.6	0.0	30.5	38.3	29.3	29.6
LnGrp LOS	A	C	C	A	B	B	C	A	C	D	C	C
Approach Vol, veh/h		418			687			124			263	
Approach Delay, s/veh		23.8			12.9			30.1			36.0	
Approach LOS		C			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.7	33.3	32.0		24.7	33.3	32.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		33.5	14.5	26.0		33.5	14.5	26.0				
Max Q Clear Time (g_c+I1), s		16.9	2.0	7.0		5.6	2.0	8.9				
Green Ext Time (p_c), s		1.3	0.1	2.8		0.5	0.4	2.1				

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	570	1	0	715	0	80
Future Volume (vph)	570	1	0	715	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	633	1	0	794	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	634	0	0	794	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

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

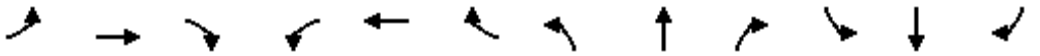
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	1	0	715	0	80
Future Vol, veh/h	570	1	0	715	0	80
Conflicting Peds, #/hr	0	1	1	0	1	1
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	90	90	90	90	90	90
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	633	1	0	794	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	319
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	680
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	679
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	679	-	-	-
HCM Lane V/C Ratio	0.131	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

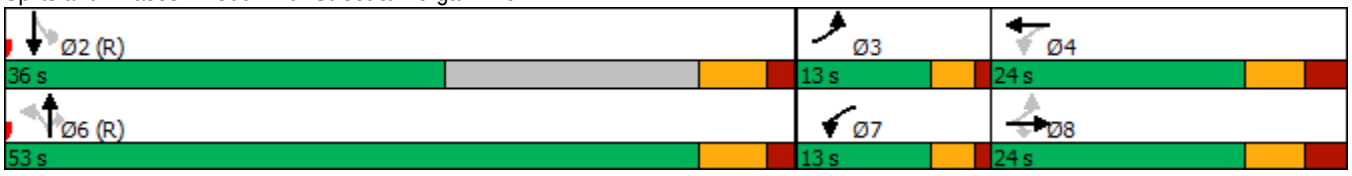


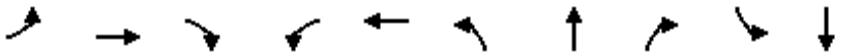
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (vph)	100	315	235	205	405	140	190	855	200	140	1185	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.961				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1770	4857	0	3421	5068	1568	3438	5013	0
Flt Permitted	0.419			0.469			0.149			0.288		
Satd. Flow (perm)	756	3438	1511	872	4857	0	536	5068	1546	1042	5013	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	7		3	3		7	13		3	3		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%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	104	328	152	214	422	146	198	891	129	146	1234	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	328	152	214	568	0	198	891	129	146	1359	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	3	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	11.0	23.0	23.0	11.0	23.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	13.0	24.0	24.0	13.0	24.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	14.4%	26.7%	26.7%	14.4%	26.7%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	27.0	15.6	15.6	28.6	18.4		47.9	47.9	47.9	47.9	47.9	
Actuated g/C Ratio	0.30	0.17	0.17	0.32	0.20		0.53	0.53	0.53	0.53	0.53	
v/c Ratio	0.33	0.55	0.58	0.58	0.57		0.69	0.33	0.16	0.26	0.51	
Control Delay	16.0	28.4	34.1	29.4	35.8		29.6	9.9	9.3	13.2	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.0	28.4	34.1	29.4	35.8		29.6	9.9	9.3	13.2	14.4	
LOS	B	C	C	C	D		C	A	A	B	B	
Approach Delay		27.6			34.0			13.1			14.3	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 73 (81%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 300: 27th Street & Morgan Ave

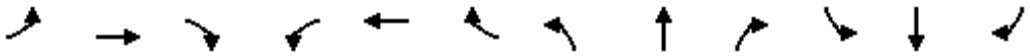




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	328	152	214	568	198	891	129	146	1359
v/c Ratio	0.33	0.55	0.58	0.58	0.57	0.69	0.33	0.16	0.26	0.51
Control Delay	16.0	28.4	34.1	29.4	35.8	29.6	9.9	9.3	13.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	28.4	34.1	29.4	35.8	29.6	9.9	9.3	13.2	14.4
Queue Length 50th (ft)	36	72	65	90	112	48	91	35	21	168
Queue Length 95th (ft)	57	101	105	143	147	#107	110	61	43	217
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	327	649	285	366	1036	285	2699	823	555	2670
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.53	0.58	0.55	0.69	0.33	0.16	0.26	0.51

Intersection Summary

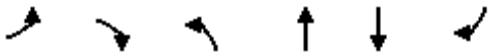
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Future Volume (veh/h)	100	315	235	205	405	140	190	855	200	140	1185	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1867	1867	1856	1873	1873	1873
Adj Flow Rate, veh/h	104	328	152	214	422	146	198	891	129	146	1234	125
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, %	5	5	5	2	2	2	3	3	3	2	2	2
Cap, veh/h	277	578	251	326	734	242	450	2747	831	737	2520	255
Arrive On Green	0.02	0.06	0.06	0.10	0.19	0.19	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	1739	3469	1508	1781	3771	1244	775	5098	1542	1071	4675	474
Grp Volume(v), veh/h	104	328	152	214	379	189	198	891	129	146	900	459
Grp Sat Flow(s),veh/h/ln	1739	1735	1508	1781	1702	1611	388	1699	1542	536	1705	1739
Q Serve(g_s), s	4.4	8.3	8.9	8.9	9.1	9.6	13.4	0.0	0.0	6.6	14.9	14.9
Cycle Q Clear(g_c), s	4.4	8.3	8.9	8.9	9.1	9.6	28.3	0.0	0.0	6.6	14.9	14.9
Prop In Lane	1.00		1.00	1.00		0.77	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	277	578	251	326	663	314	450	2747	831	737	1837	937
V/C Ratio(X)	0.38	0.57	0.60	0.66	0.57	0.60	0.44	0.32	0.16	0.20	0.49	0.49
Avail Cap(c_a), veh/h	326	655	285	326	663	314	450	2747	831	737	1837	937
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	39.4	39.6	27.6	32.8	33.1	4.3	0.0	0.0	11.1	13.0	13.0
Incr Delay (d2), s/veh	0.8	0.3	1.5	4.7	0.8	2.3	2.9	0.3	0.4	0.6	0.9	1.8
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	3.5	6.8	6.5	7.4	6.7	7.0	1.0	0.1	0.2	1.4	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	39.7	41.2	32.4	33.6	35.4	7.3	0.3	0.4	11.7	13.9	14.8
LnGrp LOS	C	D	D	C	C	D	A	A	A	B	B	B
Approach Vol, veh/h		584			782			1218			1505	
Approach Delay, s/veh		38.4			33.7			1.4			14.0	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.0	10.5	24.5		55.0	13.0	22.0				
Change Period (Y+Rc), s		6.5	4.0	7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5	9.0	17.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		16.9	6.4	11.6		30.3	10.9	10.9				
Green Ext Time (p_c), s		8.1	0.1	1.1		8.8	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

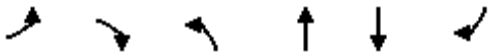


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	95	105	945	1180	445
Future Volume (vph)	340	95	105	945	1180	445
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	1553	3438	5093	5085	1583
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3362	1530	612	5093	5085	1560
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						387
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
Confl. Peds. (#/hr)	1	1	4			4
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	351	61	108	974	1216	459
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	61	108	974	1216	459
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.9	14.9	62.1	62.1	51.7	51.7
Actuated g/C Ratio	0.17	0.17	0.69	0.69	0.57	0.57
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	6.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	6.6	1.6
LOS	D	C	A	A	A	A
Approach Delay	39.2			5.8	5.2	
Approach LOS	D			A	A	

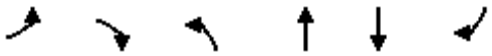
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	61	108	974	1216	459
v/c Ratio	0.63	0.24	0.17	0.28	0.42	0.43
Control Delay	40.1	34.2	5.5	5.8	6.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	34.2	5.5	5.8	6.6	1.6
Queue Length 50th (ft)	97	31	8	66	69	4
Queue Length 95th (ft)	135	64	18	98	82	11
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	710	323	736	3516	2923	1061
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	0.49	0.19	0.15	0.28	0.42	0.43

Intersection Summary



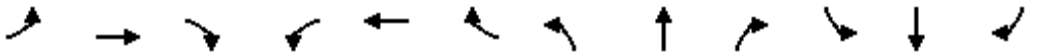
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	95	105	945	1180	445
Future Volume (veh/h)	340	95	105	945	1180	445
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1873	1873	1870	1870
Adj Flow Rate, veh/h	351	61	108	974	1216	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	453	208	931	3694	2977	
Arrive On Green	0.13	0.13	0.07	0.72	1.00	0.00
Sat Flow, veh/h	3401	1560	3461	5283	5274	1585
Grp Volume(v), veh/h	351	61	108	974	1216	0
Grp Sat Flow(s),veh/h/ln	1700	1560	1731	1705	1702	1585
Q Serve(g_s), s	9.0	3.2	0.9	5.9	0.0	0.0
Cycle Q Clear(g_c), s	9.0	3.2	0.9	5.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	453	208	931	3694	2977	
V/C Ratio(X)	0.77	0.29	0.12	0.26	0.41	
Avail Cap(c_a), veh/h	718	329	1064	3694	2977	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.00
Uniform Delay (d), s/veh	37.7	35.2	4.8	4.3	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.8	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	2.2	0.5	2.9	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	36.0	4.9	4.5	0.4	0.0
LnGrp LOS	D	D	A	A	A	
Approach Vol, veh/h	412			1082	1216	
Approach Delay, s/veh	39.9			4.5	0.4	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.5	58.5				71.0	19.0
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	2.9	2.0				7.9	11.0
Green Ext Time (p_c), s	0.1	11.1				8.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

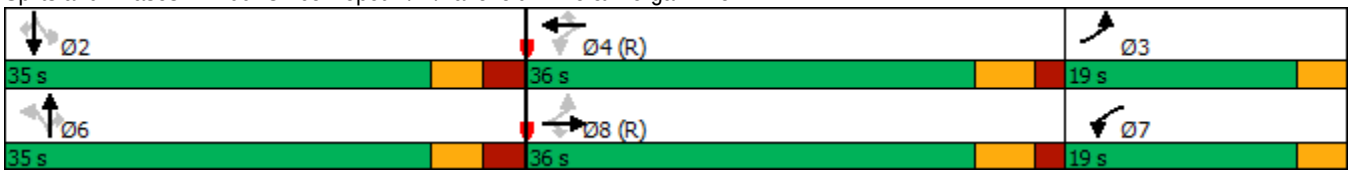


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (vph)	60	205	25	210	205	140	20	25	100	130	40	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		80	135		0	0		0	0		50
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00		0.98		1.00	0.99	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1822	1583	1752	1845	1568
Flt Permitted	0.617			0.617				0.861		0.726		
Satd. Flow (perm)	1148	3539	1543	1147	3539	1559	0	1603	1562	1338	1845	1547
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		921			213			410			879	
Travel Time (s)		20.9			4.8			11.2			24.0	
Confl. Peds. (#/hr)	3		3	3		3	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	63	216	16	221	216	91	21	26	105	137	42	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	216	16	221	216	91	0	47	105	137	42	23
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	3	8	8	7	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	19.0	36.0	36.0	19.0	36.0	36.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	21.1%	40.0%	40.0%	21.1%	40.0%	40.0%	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%
Maximum Green (s)	15.5	30.0	30.0	15.5	30.0	30.0	28.5	28.5	28.5	28.5	28.5	28.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	60.7	51.2	51.2	61.4	53.3	53.3		15.8	15.8	15.8	15.8	15.8
Actuated g/C Ratio	0.67	0.57	0.57	0.68	0.59	0.59		0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.08	0.11	0.02	0.27	0.10	0.10		0.17	0.38	0.59	0.13	0.09
Control Delay	5.3	10.0	10.4	3.2	6.5	7.3		30.8	35.5	43.5	29.9	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	10.0	10.4	3.2	6.5	7.3		30.8	35.5	43.5	29.9	29.2
LOS	A	A	B	A	A	A		C	D	D	C	C
Approach Delay		9.0			5.2			34.1			39.0	
Approach LOS		A			A			C			D	

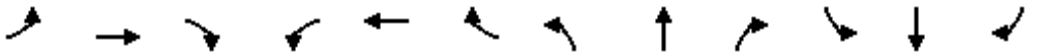
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 53 (59%), Referenced to phase 4:WBTL and 8:EBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Office Depot D/W/Lakefield Drive & Morgan Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	216	16	221	216	91	47	105	137	42	23
v/c Ratio	0.08	0.11	0.02	0.27	0.10	0.10	0.17	0.38	0.59	0.13	0.09
Control Delay	5.3	10.0	10.4	3.2	6.5	7.3	30.8	35.5	43.5	29.9	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	10.0	10.4	3.2	6.5	7.3	30.8	35.5	43.5	29.9	29.2
Queue Length 50th (ft)	9	27	4	16	13	10	23	54	73	21	11
Queue Length 95th (ft)	26	53	15	28	34	34	48	93	121	44	29
Internal Link Dist (ft)		841			133		330			799	
Turn Bay Length (ft)	135		80	135							50
Base Capacity (vph)	990	2014	878	998	2097	923	507	494	423	584	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.11	0.02	0.22	0.10	0.10	0.09	0.21	0.32	0.07	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	205	25	210	205	140	20	25	100	130	40	35
Future Volume (veh/h)	60	205	25	210	205	140	20	25	100	130	40	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	63	216	16	221	216	91	21	26	105	137	42	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	1018	1185	515	997	1185	520	152	168	251	253	298	249
Arrive On Green	0.33	0.33	0.33	0.55	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3554	1545	1781	3554	1561	589	1045	1561	1247	1856	1549
Grp Volume(v), veh/h	63	216	16	221	216	91	47	0	105	137	42	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1561	1634	0	1561	1247	1856	1549
Q Serve(g_s), s	0.0	3.9	0.6	0.0	2.7	2.6	0.0	0.0	5.4	9.6	1.7	1.1
Cycle Q Clear(g_c), s	0.0	3.9	0.6	0.0	2.7	2.6	1.9	0.0	5.4	11.5	1.7	1.1
Prop In Lane	1.00		1.00	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1018	1185	515	997	1185	520	320	0	251	253	298	249
V/C Ratio(X)	0.06	0.18	0.03	0.22	0.18	0.17	0.15	0.00	0.42	0.54	0.14	0.09
Avail Cap(c_a), veh/h	1018	1185	515	997	1185	520	568	0	494	448	588	490
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	21.3	20.2	5.1	13.9	13.9	32.5	0.0	34.0	37.5	32.4	32.2
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.1	0.3	0.7	0.2	0.0	1.1	2.5	0.3	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	0.8	3.0	0.4	2.1	2.0	1.8	1.6	0.0	3.8	5.5	1.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	21.6	20.3	5.2	14.2	14.6	32.7	0.0	35.1	40.0	32.8	32.4
LnGrp LOS	A	C	C	A	B	B	C	A	D	D	C	C
Approach Vol, veh/h		295			528			152			202	
Approach Delay, s/veh		18.3			10.5			34.4			37.7	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.9	33.1	36.0		20.9	33.1	36.0				
Change Period (Y+Rc), s		6.5	3.5	6.0		6.5	3.5	6.0				
Max Green Setting (Gmax), s		28.5	15.5	30.0		28.5	15.5	30.0				
Max Q Clear Time (g_c+I1), s		13.5	2.0	4.7		7.4	2.0	5.9				
Green Ext Time (p_c), s		0.9	0.1	1.7		0.5	0.5	1.4				

Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	1	0	555	0	105
Future Volume (vph)	435	1	0	555	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3505	0	0	5136	0	1627
Flt Permitted						
Satd. Flow (perm)	3505	0	0	5136	0	1627
Link Speed (mph)	30			30	25	
Link Distance (ft)	213			224	242	
Travel Time (s)	4.8			5.1	6.6	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	489	1	0	624	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	490	0	0	624	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.6%		ICU Level of Service A	
Analysis Period (min) 15			

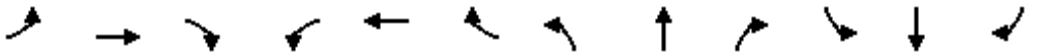
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	1	0	555	0	105
Future Vol, veh/h	435	1	0	555	0	105
Conflicting Peds, #/hr	0	1	1	0	1	1
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	89	89	89	89	89	89
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	489	1	0	624	0	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	247
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	756
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	755
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	755	-	-	-
HCM Lane V/C Ratio	0.156	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

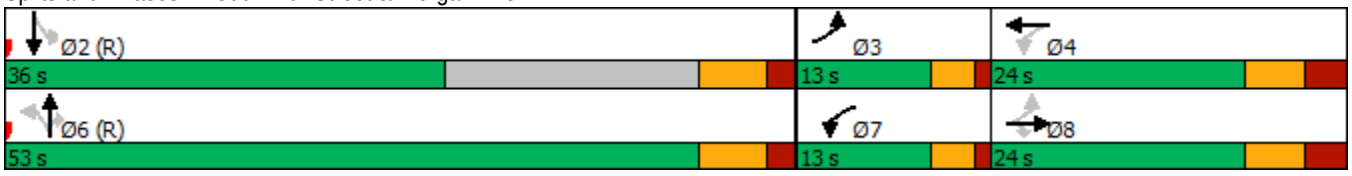


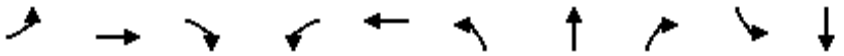
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (vph)	125	200	215	170	245	120	195	825	205	100	900	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1912	1912	1900	1903	1903	1903
Storage Length (ft)	125		95	85		0	125		125	75		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.91	0.91
Ped Bike Factor	1.00		0.98	1.00	0.99		1.00		0.99	1.00	1.00	
Frt			0.850		0.951				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1787	4853	0	3489	5168	1599	3438	4996	0
Flt Permitted	0.522			0.612			0.239			0.309		
Satd. Flow (perm)	970	3539	1555	1149	4853	0	877	5168	1576	1117	4996	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		224			1221			620			696	
Travel Time (s)		5.1			27.8			12.1			13.6	
Confl. Peds. (#/hr)	4		3	3		4	10		3	3		10
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	62%	100%	100%	100%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	5
Adj. Flow (vph)	128	204	136	173	250	122	199	842	130	102	918	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	204	136	173	372	0	199	842	130	102	1035	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	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	0.0	
Detector 1 Queue (s)	0.0	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	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	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	3	8		7	4			6			2	
Permitted Phases	8		8	4			6		6	2		
Detector Phase	3	8	8	7	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		12.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	11.0	23.0	23.0	11.0	23.0		18.5	18.5	18.5	18.5	18.5	
Total Split (s)	13.0	24.0	24.0	13.0	24.0		53.0	53.0	53.0	36.0	36.0	
Total Split (%)	14.4%	26.7%	26.7%	14.4%	26.7%		58.9%	58.9%	58.9%	40.0%	40.0%	
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0		46.5	46.5	46.5	29.5	29.5	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	7.0	7.0	4.0	7.0		6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.5	1.5	3.0	1.5		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	C-Max	
Act Effct Green (s)	26.9	15.4	15.4	27.4	15.6		48.3	48.3	48.3	48.3	48.3	
Actuated g/C Ratio	0.30	0.17	0.17	0.30	0.17		0.54	0.54	0.54	0.54	0.54	
v/c Ratio	0.35	0.34	0.51	0.42	0.44		0.42	0.30	0.15	0.17	0.39	
Control Delay	15.0	24.4	30.9	24.8	35.1		14.0	9.8	9.3	11.9	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.0	24.4	30.9	24.8	35.1		14.0	9.8	9.3	11.9	12.8	
LOS	B	C	C	C	D		B	A	A	B	B	
Approach Delay		23.7			31.8			10.5			12.7	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 60 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

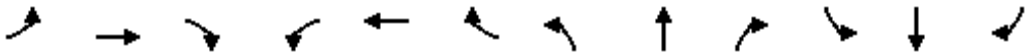
Splits and Phases: 300: 27th Street & Morgan Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	204	136	173	372	199	842	130	102	1035
v/c Ratio	0.35	0.34	0.51	0.42	0.44	0.42	0.30	0.15	0.17	0.39
Control Delay	15.0	24.4	30.9	24.8	35.1	14.0	9.8	9.3	11.9	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	24.4	30.9	24.8	35.1	14.0	9.8	9.3	11.9	12.8
Queue Length 50th (ft)	25	51	66	71	70	29	89	37	14	117
Queue Length 95th (ft)	48	77	111	117	98	79	109	64	29	156
Internal Link Dist (ft)		144			1141		540			616
Turn Bay Length (ft)	125		95	85		125		125	75	
Base Capacity (vph)	375	668	293	416	916	471	2775	846	599	2683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.46	0.42	0.41	0.42	0.30	0.15	0.17	0.39

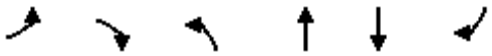
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Future Volume (veh/h)	125	200	215	170	245	120	195	825	205	100	900	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1885	1885	1885	1897	1897	1885	1873	1873	1873
Adj Flow Rate, veh/h	128	204	136	173	250	122	199	842	130	102	918	117
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	2	2	2
Cap, veh/h	338	592	259	374	651	289	613	2795	847	765	2456	312
Arrive On Green	0.03	0.06	0.06	0.10	0.19	0.19	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	1781	3554	1553	1795	3466	1537	1071	5179	1569	1121	4551	578
Grp Volume(v), veh/h	128	204	136	173	247	125	199	842	130	102	687	348
Grp Sat Flow(s),veh/h/ln	1781	1777	1553	1795	1716	1573	536	1726	1569	561	1705	1719
Q Serve(g_s), s	5.3	5.0	7.7	7.0	5.7	6.3	5.5	0.0	0.0	4.1	10.4	10.5
Cycle Q Clear(g_c), s	5.3	5.0	7.7	7.0	5.7	6.3	16.0	0.0	0.0	4.1	10.4	10.5
Prop In Lane	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	338	592	259	374	644	295	613	2795	847	765	1840	928
V/C Ratio(X)	0.38	0.34	0.53	0.46	0.38	0.42	0.32	0.30	0.15	0.13	0.37	0.38
Avail Cap(c_a), veh/h	377	671	293	376	648	297	613	2795	847	765	1840	928
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	37.8	39.1	27.0	32.0	32.3	1.7	0.0	0.0	10.5	11.9	12.0
Incr Delay (d2), s/veh	0.7	0.1	0.6	0.9	0.1	0.4	1.3	0.3	0.4	0.4	0.6	1.2
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	4.3	4.0	5.6	5.5	4.2	4.3	0.2	0.1	0.2	0.9	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	37.9	39.7	27.9	32.1	32.6	3.0	0.3	0.4	10.8	12.5	13.1
LnGrp LOS	C	D	D	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		468			545			1171			1137	
Approach Delay, s/veh		36.3			30.9			0.7			12.6	
Approach LOS		D			C			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.1	11.0	23.9		55.1	12.9	22.0				
Change Period (Y+Rc), s		6.5	4.0	7.0		6.5	4.0	7.0				
Max Green Setting (Gmax), s		29.5	9.0	17.0		46.5	9.0	17.0				
Max Q Clear Time (g_c+I1), s		12.5	7.3	8.3		18.0	9.0	9.7				
Green Ext Time (p_c), s		7.4	0.0	0.9		10.1	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

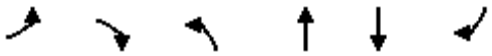


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	385	95	120	870	985	300
Future Volume (vph)	385	95	120	870	985	300
Ideal Flow (vphpl)	1900	1900	1903	1903	1900	1900
Storage Length (ft)	0	130	150			100
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Ped Bike Factor	1.00	0.99	1.00			0.99
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1599	3473	5144	5085	1583
Flt Permitted	0.950		0.200			
Satd. Flow (perm)	3462	1576	731	5144	5085	1563
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						312
Link Speed (mph)	35			35	35	
Link Distance (ft)	2126			763	620	
Travel Time (s)	41.4			14.9	12.1	
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
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	418	64	130	946	1071	326
Shared Lane Traffic (%)						
Lane Group Flow (vph)	418	64	130	946	1071	326
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	12.0	12.0	7.0	12.0	12.0	12.0
Minimum Split (s)	19.0	19.0	13.0	18.0	18.0	18.0
Total Split (s)	26.0	26.0	16.0	64.0	48.0	48.0
Total Split (%)	28.9%	28.9%	17.8%	71.1%	53.3%	53.3%
Maximum Green (s)	19.0	19.0	10.0	58.0	42.0	42.0
Yellow Time (s)	4.0	4.0	3.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	2.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	61.2	61.2	48.2	48.2
Actuated g/C Ratio	0.18	0.18	0.68	0.68	0.54	0.54
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	8.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	8.8	1.4
LOS	D	C	A	A	A	A
Approach Delay	39.7			6.1	7.1	
Approach LOS	D			A	A	

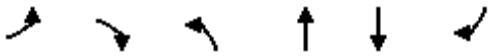
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 57 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 400: 27th Street & Loomis (STH 36)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	418	64	130	946	1071	326
v/c Ratio	0.69	0.23	0.18	0.27	0.39	0.33
Control Delay	40.7	33.0	5.8	6.1	8.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	33.0	5.8	6.1	8.8	1.4
Queue Length 50th (ft)	115	32	11	68	74	3
Queue Length 95th (ft)	158	65	22	97	90	9
Internal Link Dist (ft)	2046			683	540	
Turn Bay Length (ft)		130	150			100
Base Capacity (vph)	731	332	801	3498	2723	981
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	0.57	0.19	0.16	0.27	0.39	0.33

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	385	95	120	870	985	300
Future Volume (veh/h)	385	95	120	870	985	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1888	1888	1870	1870
Adj Flow Rate, veh/h	418	64	130	946	1071	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	520	239	1003	3640	2884	
Arrive On Green	0.15	0.15	0.07	0.71	1.00	0.00
Sat Flow, veh/h	3483	1598	3489	5325	5274	1585
Grp Volume(v), veh/h	418	64	130	946	1071	0
Grp Sat Flow(s),veh/h/ln	1742	1598	1744	1718	1702	1585
Q Serve(g_s), s	10.4	3.2	1.2	5.9	0.0	0.0
Cycle Q Clear(g_c), s	10.4	3.2	1.2	5.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	520	239	1003	3640	2884	
V/C Ratio(X)	0.80	0.27	0.13	0.26	0.37	
Avail Cap(c_a), veh/h	735	337	1130	3640	2884	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	37.0	33.9	5.4	4.8	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.6	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	2.2	0.6	3.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	34.5	5.4	4.9	0.3	0.0
LnGrp LOS	D	C	A	A	A	
Approach Vol, veh/h	482			1076	1071	
Approach Delay, s/veh	40.4			5.0	0.3	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	56.8				69.6	20.4
Change Period (Y+Rc), s	6.0	6.0				6.0	7.0
Max Green Setting (Gmax), s	10.0	42.0				58.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	2.0				7.9	12.4
Green Ext Time (p_c), s	0.1	9.3				8.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.