



**Land By Label Development Co.
Poths General Development**

Traffic Impact Analysis Study

Prepared for:

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Land By Label Poths General Development

Traffic Impact Analysis Study

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Contents

| | <u>Page No.</u> |
|--|-----------------|
| Chapter 1: Introduction & Executive Summary..... | 1 |
| Part A: Purpose of Report and Study Objectives | 1 |
| Part B: Executive Summary..... | 1 |
| B1. Study Area | 1 |
| B2. On-Site Development..... | 1 |
| B3. Off-Site Developments..... | 2 |
| B5. Trip Generation | 2 |
| Off-Site Development..... | 3 |
| B6. Recommended Improvements..... | 4 |
| B7. Conclusion | 6 |
| Chapter 2: Proposed Development | 7 |
| Part A: On-Site Development | 7 |
| A1. Development Description and Site Location..... | 7 |
| A2. Land Use and Intensity | 7 |
| A3. Proposed Site Plan | 7 |
| A4. Development Phasing and Timing..... | 7 |
| Part B: Study Area..... | 8 |
| B1. Influence Area..... | 8 |
| B2. Area of Significant Traffic Impact..... | 8 |
| Part C: Off-Site Land Use and Development..... | 8 |
| Part D: Site Accessibility..... | 9 |
| D1. Study Area Roadways | 9 |
| D2. Study Area Pedestrian & Bicycle Accommodations | 9 |
| D3. Transit Accommodations | 9 |
| D4. Anticipated Highway Projects | 9 |
| Chapter 3: Analysis of Existing Conditions..... | 10 |
| Part A: Physical Characteristics | 10 |
| Part B: Traffic Volumes..... | 10 |
| B1. Existing Traffic Volumes | 10 |
| B2. Base/Background Traffic Volumes..... | 10 |
| Part C: Capacity/Level of Service..... | 11 |
| C1. Level of Service Definitions | 11 |
| Methodology..... | 11 |
| C2. Existing Analysis..... | 12 |

| | |
|---|----|
| Part D: Sources of Data..... | 12 |
| Chapter 4: Projected Traffic..... | 13 |
| Part A: Background Traffic Forecasting..... | 13 |
| Part B: On-Site and Off-Site Development Traffic Forecasting..... | 13 |
| B1. Trip Generation | 13 |
| On-Site Development..... | 13 |
| Off-Site Development..... | 14 |
| B2. Mode Split | 15 |
| B3. Pass-By and Linked-Trip Traffic Estimation..... | 15 |
| B4. Trip Distribution | 16 |
| B5. Trip Assignment | 16 |
| Pothe General On-Site Development..... | 16 |
| Ballpark Commons Off-Site Development | 16 |
| Vitalogy Off-Site Development..... | 17 |
| Part C: Build and Total Traffic | 17 |
| Chapter 5: Traffic and Improvement Analysis..... | 18 |
| Part A: Site Access | 18 |
| Part B: Capacity/Level of Service Analysis..... | 18 |
| Part C: Queueing Analysis..... | 20 |
| Part D: Multimodal Considerations | 20 |
| Part F: Traffic Control Needs..... | 20 |
| Part G: Traffic Signal Warrant Analysis | 20 |
| Chapter 6: Conclusions and Recommendations | 22 |
| Part A: Recommendations..... | 22 |
| Part B: Conclusions | 24 |

List of Tables

| | <u>Page No.</u> |
|--|-----------------|
| Table 1: Intersection Level of Service Description | 11 |

List of Exhibits

Chapter 1

Exhibit 1-1: Site Plan

Exhibit 1-2: Recommended Improvements

Chapter 2

Exhibit 2-1: Site Location Map

Exhibit 2-2: Site Plan

Exhibit 2-3: Existing and Proposed Land Use for Study Area

Chapter 3

Exhibit 3-1: Existing Transportation System

Exhibit 3-2A: 2023 Existing Traffic Volumes

Exhibit 3-2B: 2024 Base Year Background Volumes

Exhibit 3-3: 2024 Base Year Background Volumes Capacity/LOS Analysis

Exhibit 3-4: Existing AADT Summary Map

Chapter 4

Exhibit 4-1: 2039 Horizon Year Background Volumes

Exhibit 4-2A: Trip Generation Table (On-Site)

Exhibit 4-2B: Trip Generation Table (Ballpark Commons Development)

Exhibit 4-2C: Trip Generation Table (Vitalogy Development)

Exhibit 4-3: Trip Distribution

Exhibit 4-4A: On-Site New Trips

Exhibit 4-4B: On-Site Trip Removal

Exhibit 4-4C: On-Site Net New Trips

Exhibit 4-5: Off-Site Ballpark Commons Net New Trips

Exhibit 4-6: Off-Site Vitalogy Net New Trips

Exhibit 4-7: 2024 Base Year Build Volumes

Exhibit 4-8: 2039 Horizon Year Build Volumes

Exhibit 4-9: 2024 Base Year Total Volumes

Exhibit 4-10: 2039 Horizon Year Total Volumes

Chapter 5

Exhibit 5-1: 2039 Horizon Year Background Volumes Capacity/LOS Analysis

Exhibit 5-2: 2024 Base Year Build Volumes Capacity/LOS Analysis

Exhibit 5-3: 2039 Horizon Year Build Volumes Capacity/LOS Analysis

Exhibit 5-4: 2024 Base Year Total Volumes Capacity/LOS Analysis

Exhibit 5-5: 2039 Horizon Year Total Volumes Capacity/LOS Analysis

Exhibit 5-6: 2024 Base Year Background Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-7: 2039 Horizon Year Background Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-8: 2024 Base Year Build Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-9: 2039 Horizon Year Build Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-10: 2024 Base Year Total Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-11: 2039 Horizon Year Total Volumes with Improvements Capacity/LOS Analysis

Exhibit 5-12: 2024 Base Year Background W/ Improvements Maximum Queue Lengths

Exhibit 5-13: 2039 Horizon Year Background W/ Improvements Maximum Queue Lengths

Exhibit 5-14: 2024 Base Year Build W/ Improvements Maximum Queue Lengths

Exhibit 5-15: 2039 Horizon Year Build W/ Improvements Maximum Queue Lengths

Exhibit 5-16: 2024 Base Year Total W/ Improvements Maximum Queue Lengths

Exhibit 5-17: 2039 Horizon Year Total W/ Improvements Maximum Queue Lengths

List of Appendices

Appendix A Traffic Data

Appendix B Background Traffic Operational Analysis

Appendix C Build Traffic Operational Analysis

Appendix D Total Traffic Operational Analysis

Appendix E Background Traffic with Improvements Operational Analysis

Appendix F Build Traffic with Improvements Operational Analysis

Appendix G Total Traffic with Improvements Operational Analysis

Appendix H Warrant Analysis for Intersection Traffic Control

Chapter 1: Introduction & Executive Summary

Part A: Purpose of Report and Study Objectives

The Milwaukee County Department of Transportation requested that a traffic impact analysis (TIA) study be conducted for the proposed Land By Label development, Poths General, located at the southeast corner of the S. 76th Street (County Trunk Highway U) and W. Rawson Avenue (County Trunk Highway BB) intersection, in the City of Franklin, WI. The proposed development is expected to include apartment buildings, a hotel, a food truck plaza, and several commercial spaces. The following report summarizes the development study area, the existing, base, and horizon year traffic volumes, and the expected traffic operations of study intersections.

Part B: Executive Summary

The executive summary includes a description of the proposed on-site and expected off-site developments, the surrounding study area, and the recommended improvements.

B1. Study Area

The primary influence areas for traffic to/from the proposed development include the City of Franklin to the southwest and the City of Milwaukee to the northeast. The site plan is shown in **Exhibit 1-1**. The following existing intersections were identified as study intersections to be analyzed within the report.

- S. 76th Street & W. Rawson Avenue: traffic signal control
- S. 76th Street & Driveway 3 (Near Ace Hardware): minor stop control
- W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access): minor stop control
- W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access): minor stop control

B2. On-Site Development

Land By Label proposes constructing a multiuse development located at the southeast corner of the S. 76th Street and W. Rawson Avenue intersection in the City of Franklin, Wisconsin. The development is planned to be constructed on approximately 25 acres of partially developed land, including the existing Orchard View Shopping Center, which would be deconstructed, and partially undeveloped, wooded land. The existing ACE Hardware, Walgreens, Chase Bank, McDonald's, and Ingenious Child Care buildings are all expected to remain as they exist today.

The proposed development is expected to include up to 440 apartment units, a hotel with up to 50 rooms, a food truck plaza with up to five stalls for trucks, and two first floor commercial spaces, totaling up to 20,000 square feet of commercial space. The commercial space users are not yet finalized, as such the spaces are assumed to be general retail. The proposed development is also expected to include a public space that could accommodate a splash pad, ice rink, and occasional events such as movie nights, lawn games, outdoor concerts, or farmers markets.

B3. Off-Site Developments

Two off-site developments have been identified as new trip generators that are expected to impact traffic operations within the proposed development's study area:

- **Ballpark Commons Area:** The Ballpark Commons Development is located to the north and south of the W. Rawson Avenue intersection with S. Ballpark Drive and includes commercial, office, retail, services, and residential developments. A TIA was completed in 2017 for these developments and a number of the parcels remain to be constructed. After coordination with WisDOT, it was determined that all trips from the Ballpark Commons Area developments would be considered as part of background traffic. These include trips from Ballpark Commons Area developments that were constructed prior to the writing of this report but after the data collection process in addition to Ballpark Commons Area developments that have yet to be completed.
- **Vitalogy Development:** The Vitalogy Development will be a commercial and residential development located in the southeast quadrant of the W. Loomis Road and W. Rawson Avenue interchange. The development is planned to be constructed on approximately 52 acres of undeveloped land in a single phase. The proposed development is expected to include up to 400 apartment and townhouse units and up to five commercial retail out lots that are each approximately 4,000 square feet, all to be constructed under a single phase. A TIA was completed for this development and coordination is underway with WisDOT for appropriate development access. This off-site development is included in this study within the "Total" traffic volume scenarios.

B5. Trip Generation

Data published in the ITE *Trip Generation Manual* – 11th Edition was used to identify the number of peak hour trips that would be generated by the proposed Land By Label development and off-site developments.

On-Site Development

The Poths General development trips are considered to be on-site trips within this report. This development is located at the southeast corner of the S. 76th Street and W. Rawson Avenue intersection. The development will replace the existing Orchard View Shopping Center; however, the existing ACE Hardware, Walgreens, Chase Bank, McDonald's, and Ingenious Child Care buildings are all expected to remain as they exist today.

The existing Orchard View Shopping Center is approximately 105,000 square feet in size; however, only approximately 34,000 square feet is currently leased and operating. Therefore, removal trips from the operating 34,000 square feet of shopping center were applied to the on-site trip generation volumes. It is expected that the removal of the shopping center will reduce on-site traffic by 80 trips (50 in, 30 out) during the weekday AM peak hour, 185 trips (95 in, 90 out) during the weekday PM peak hour and 225 trips (115 in, 110 out) during the Saturday peak hour.

The trips generated by the on-site development are comprised of the following:

- **Apartments:** The development is expected to include a total of 440 apartment units. The 440 dwelling units are expected to generate 160 new trips (40 in, 120 out) during the weekday AM peak hour, 210 new trips (130 in, 80 out) during the weekday PM peak hour and 180 new trips (90 in, 90 out) during the Saturday peak hour.
- **Commercial Development:** The commercial development includes approximately 20,000 square feet of first floor commercial space. The commercial space users are not yet finalized, as such the spaces are assumed to be general retail. The commercial development is expected to generate 45 new trips (25 in, 20 out) during the weekday AM peak hour, 125 new trips (65 in, 60 out) during the PM peak hour and 130 new trips (65 in, 65 out) during the Saturday peak hour.

- **Hotel:** The 50-unit hotel is expected to generate 20 new trips (10 in, 10 out) during the weekday AM peak hour, 10 new trips (5 in, 5 out) during the weekday PM peak hour and 40 new trips (20 in, 20 out) during the Saturday peak hour.
- **Food Truck Plaza:** The food truck plaza is expected to generate no new trips during the weekday AM peak hour, 30 new trips (15 in, 15 out) during the weekday PM peak hour and 30 new trips (15 in, 15 out) during the Saturday peak hour.
- **Public Space:** The proposed development is also expected to include a public space that could accommodate a splash pad, ice rink, and occasional events such as movie nights, lawn games, outdoor concerts, or farmers markets. The majority of people expected to use the public space are expected to be on-site apartment residents and hotel patrons. Additionally, many of these events will generate traffic during midday or late-night hours outside of the peak hour analysis periods. Therefore, this public space is not expected to generate a significant number of new trips during the peak periods.

Off-Site Development

Ballpark Commons Area: The Ballpark Commons Area developments that are currently under construction or have yet to be constructed as part of the Ballpark Commons Master Site Plan are considered to be background trips within this report and compose of the following:

- **M1 Development:** The M1 Development includes a 78-unit mixed use building with approximately 5,643 square feet of commercial space that comprises of a 1,643 square foot hair salon and 4,000 square foot brewery tap room/bar. The M1 development is expected to generate 55 new trips (20 in, 35 out) during the weekday AM peak hour, 115 new trips (70 in, 45 out) during the weekday PM peak hour and 130 new trips (70 in, 60 out) during the Saturday peak hour.
- **R1 Development:** The R1 Development includes a 50-unit hotel and is expected to generate 20 new trips (10 in, 10 out) during the weekday AM peak hour, 10 new trips (5 in, 5 out) during the weekday PM peak hour and 40 new trips (20 in, 20 out) during the Saturday peak hour.
- **C5 Development:** The C5 Development is a 10,000 square foot Chicken N Pickle restaurant and is expected to generate 15 new trips (10 in, 5 out) during the weekday AM peak hour, 125 new trips (70 in, 55 out) during the weekday PM peak hour and 325 new trips (180 in, 145 out) during the Saturday peak hour.
- **C6 Development:** The C6 Development includes a 150-unit hotel and is expected to generate 70 new trips (40 in, 30 out) during the weekday AM peak hour, 85 new trips (45 in, 40 out) during the weekday PM peak hour and 110 new trips (60 in, 50 out) during the Saturday peak hour.

Vitalogy: The Vitalogy Development will be a commercial and residential development located in the southeast quadrant of the W. Loomis Road and W. Rawson Avenue interchange. A TIA was completed for this development and coordination is underway with WisDOT for appropriate development access. This off-site development is included in this study within the "Total" traffic volume scenarios. The development will be constructed under a single phase and include the following:

- **Apartments and Townhouses:** The apartments and townhouses are expected to include up to 400 dwelling units. The 400 dwelling units are expected to generate 145 new trips (35 in, 110 out) during the weekday AM peak hour, 195 new trips (125 in, 70 out) during the weekday PM peak hour and 165 new trips (85 in, 80 out) during the Saturday peak hour.
- **Drive-In Bank:** The 4,000 square foot drive-in bank is expected to generate 40 new trips (25 in, 15 out) during the weekday AM peak hour, 85 new trips (45 in, 40 out) during the weekday PM peak hour and 105 new trips (55 in, 50 out) during the Saturday peak hour.
- **Sit-Down Restaurant:** The 4,000 square foot sit-down restaurant is expected to generate 40 new trips (25 in, 15 out) during the weekday AM peak hour, 35 new trips (20 in, 15 out) during the weekday PM peak hour and 45 new trips (25 in, 20 out) during the Saturday peak hour.
- **(2) Fast Food Restaurants:** The two 4,000 square foot fast food restaurants are each expected to generate 180 new trips (90 in, 90 out) during the weekday AM peak hour, 130 new trips (70 in,

60 out) during the weekday PM peak hour and 220 new trips (110 in, 110 out) during the Saturday peak hour.

- **Coffee Shop:** The 4,000 square foot coffee shop is expected to generate 345 new trips (175 in, 170 out) during the weekday AM peak hour, 155 new trips (80 in, 75 out) during the weekday PM peak hour and 350 new trips (175 in, 175 out) during the Saturday peak hour.

B6. Recommended Improvements

The following recommendations are needed to achieve an acceptable LOS and queue storage for each scenario. Note that the queue storage recommendations identify the needed queue storage for each year and scenario. When subsequent queue length extensions are needed, it is recommended that the storage length be extended a single time to accommodate the full needed storage in future years, not be constructed incrementally.

The recommended improvements are shown in **Exhibit 1-2**.

S. 76th Street & W. Rawson Avenue

2024 Base Year Background Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended from 50 feet to 100 feet. Increasing the storage length would require the removal of the westbound turn lane upstream along W. Rawson Avenue and would impact the access to the parcels at the southeast and northeast corners of S. 76th Street and W. Rawson Avenue. Given this impact, it is suggested that Milwaukee County observe the field conditions and monitor safety to determine if access management changes are necessary.

2039 Horizon Year Background Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.

2024 Base Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended from 50 feet to 75 feet. See issues related to increasing storage length and recommendation discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 100 feet. See issues related to increasing storage length and recommendation discussed above.

2024 Base Year Total Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 100 feet. See issues related to increasing storage length and recommendation discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 125 feet. See issues related to increasing storage length and recommendation discussed above.

S. 76th Street & Driveway 3 (North ACE Hardware Access)

2039 Horizon Year Background Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - Under signal control, it is recommended that the eastbound and westbound driveway approaches be configured with one exclusive left-turn lane and one shared through/right-turn lane, based on the expected turning movement volumes. The configuration of the northbound and southbound approaches is expected to be sufficient and may remain as they currently exist today.

2024 Base Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2024 Base Year Total Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)

2024 Base Year Background Traffic:

- Addressing this LOS is expected to require intersection control modifications; however, considering the proximity of this intersection to the S. 76th Street and W. Rawson Avenue intersection, implementing a different intersection control type is not a feasible alternative. Therefore, an alternative for improving the driveway operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left turn or through movement at this intersection. Given this impact, it is suggested that Milwaukee County observe the field conditions and monitor safety to determine if access management changes are necessary.

W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

2039 Horizon Year Total Traffic:

- Addressing this LOS is expected to require intersection modifications; however, the intersection is not expected to meet traffic signal warrants and additional turn lanes on the north leg of the intersection are not expected to address this operational issue. Access restrictions, such as a right-in/right-out only operation would likely address the operational concern. Given that the north leg serves as a private driveway and not a public road, no intersection improvements are recommended at this location as part of this study.

B7. Conclusion




The study intersections are expected to operate at an acceptable LOS 'D' or better with the recommendations listed in this report except for the northbound and southbound approaches at the W. Rawson Avenue and Driveway 5 (Chase Bank/McDonald's Access) intersection, as well as the southbound approach at the W. Rawson Avenue and Driveway 7 (Anderson Family Dental Access) intersection. As noted previously, an alternative for improving the Driveway 5 operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection. It is suggested that Milwaukee County observe and monitor conditions at this location to determine if changes are necessary. The W. Rawson Avenue and Driveway 7 (Anderson Family Dental Access) intersection would also likely require access changes to the north leg to address future traffic operations issues but given that the north leg serves as a private driveway, no recommendations for improvements are included as part of this study.



POTHs GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 1-1:
SITE PLAN

LEGEND

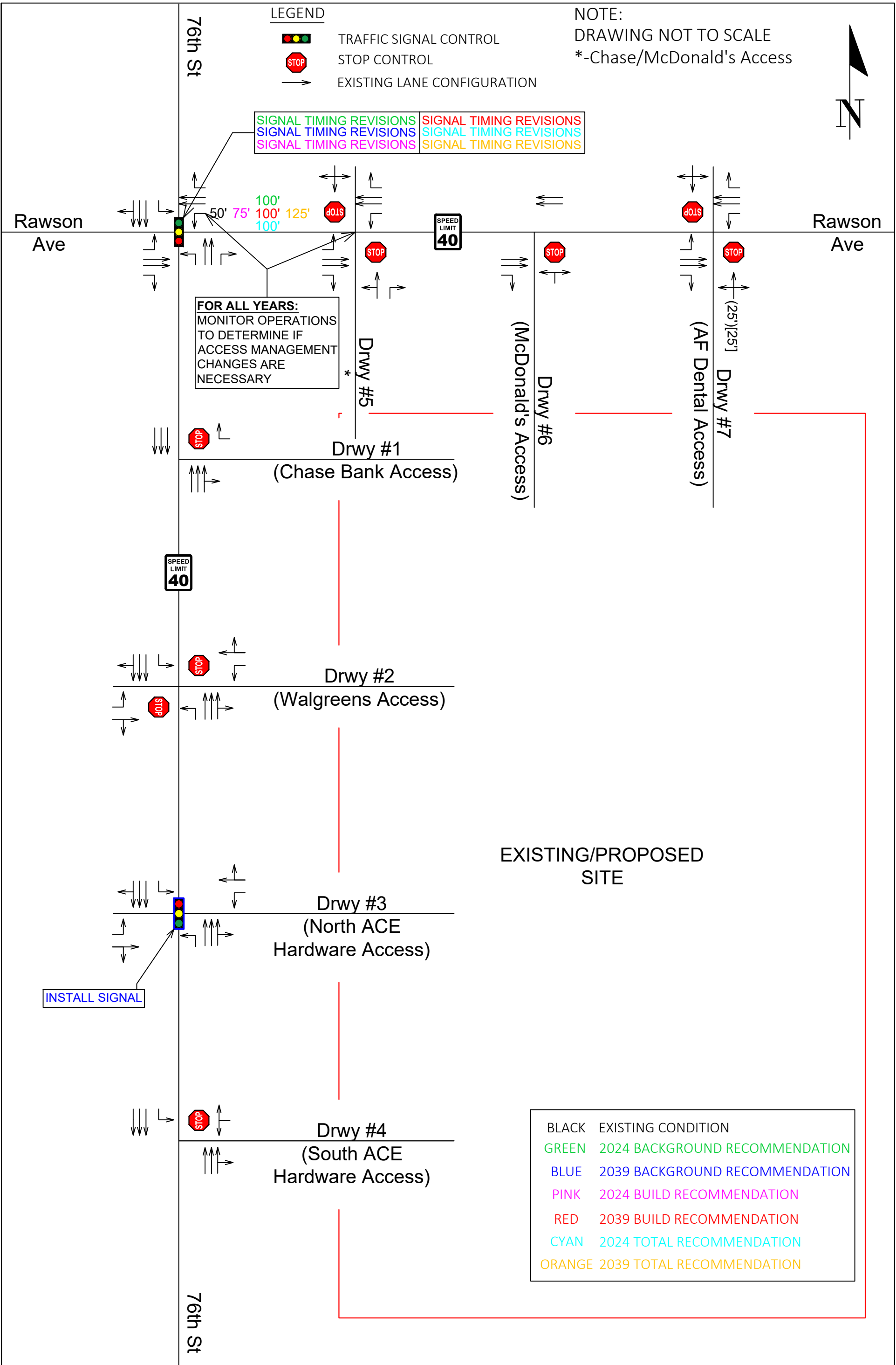
-  TRAFFIC SIGNAL CONTROL
-  STOP CONTROL
-  EXISTING LANE CONFIGURATION

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



SIGNAL TIMING REVISIONS
SIGNAL TIMING REVISIONS
SIGNAL TIMING REVISIONS

SIGNAL TIMING REVISIONS
SIGNAL TIMING REVISIONS
SIGNAL TIMING REVISIONS



FOR ALL YEARS:
MONITOR OPERATIONS
TO DETERMINE IF
ACCESS MANAGEMENT
CHANGES ARE
NECESSARY

EXISTING/PROPOSED
SITE

- BLACK EXISTING CONDITION
- GREEN 2024 BACKGROUND RECOMMENDATION
- BLUE 2039 BACKGROUND RECOMMENDATION
- PINK 2024 BUILD RECOMMENDATION
- RED 2039 BUILD RECOMMENDATION
- CYAN 2024 TOTAL RECOMMENDATION
- ORANGE 2039 TOTAL RECOMMENDATION

Chapter 2: Proposed Development

Part A: On-Site Development

A1. Development Description and Site Location

Land By Label proposes constructing a multiuse development located at the southeast corner of the S. 76th Street (County Trunk Highway U) and W. Rawson Avenue (County Trunk Highway BB) intersection in the City of Franklin, Wisconsin. The development is planned to be constructed on approximately 25 acres of partially developed land, including the existing Orchard View Shopping Center which would be deconstructed, and partially undeveloped, wooded land. The existing ACE Hardware, Walgreens, Chase Bank, McDonald's, and Ingenious Child Care buildings are all expected to remain as they exist today. A site location map can be seen in **Exhibit 2-1**.

A2. Land Use and Intensity

Nearby developments include commercial, retail, services, and lodging developments located within the other three corners of the S. 76th Street and W. Rawson Avenue intersection (Rawson Medical Center, BMO Harris Bank, 7-Eleven, Hampton Inn, Mister Car Wash, Pick 'n Save, Pizza Hut, Taco Bell). A residential neighborhood exists to the south and east of the proposed development area and the Ballpark Commons development exists to the west of the proposed development area.

The proposed development is expected to include up to 440 apartment units, a hotel with up to 50 rooms, a food truck plaza with up to five stalls for trucks, and two first floor commercial spaces, totaling up to 20,000 square feet of commercial space. The commercial space users are not yet finalized, as such the spaces are assumed to be general retail. The proposed development is also expected to include a public space that could accommodate a splash pad, ice rink, and occasional events such as movie nights, lawn games, outdoor concerts, or farmers markets.

A3. Proposed Site Plan

A site plan of the proposed development can be seen in **Exhibit 2-2**. Primary access to the site is proposed at the following three existing driveways:

- S. 76th Street & Driveway 3 (North Ace Hardware Access),
- W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)
- W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

There are four other existing driveways that could also theoretically be used to access the proposed site due to the internal roadways available. However, these driveways would likely be less efficient to use leading to a negligible utilization rate when compared to the three primary access points.

A4. Development Phasing and Timing

At the time of the completion of this TIA, the proposed development was expected to be constructed under a single phase with completion in 2024. Recent scheduling changes indicate that the development may not be constructed until 2026 and 2027. For the purposes of this study, the base year is defined as 2024 and the horizon year is defined as 2039. Analyses within the TIA report evaluate the base and horizon years of traffic.

Part B: Study Area

B1. Influence Area

The primary influence areas for traffic to/from the proposed development include the City of Franklin to the southwest and the City of Milwaukee to the northeast.

S. 76th Street, and W. Rawson Avenue both serve as principal arterials near the proposed development and connect to other nearby municipalities. Therefore, trips to/from other communities in the region may also impact traffic surrounding the proposed development.

B2. Area of Significant Traffic Impact

The following existing intersections were identified as study intersections to be analyzed within the report and are shown in the **Exhibit 2-1** site location map.

- S. 76th Street & W. Rawson Avenue: traffic signal control
- S. 76th Street & Driveway 3 (North Ace Hardware Access): minor stop control
- W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access): minor stop control
- W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access): minor stop control

Part C: Off-Site Land Use and Development

Two off-site developments have been identified as new trip generators that are expected to impact traffic operations within the proposed development's study area:

- **Ballpark Commons Area:** The Ballpark Commons Development is located to the north and south of the W. Rawson Avenue intersection with S. Ballpark Drive and includes commercial, office, retail, services, and residential developments. A TIA was completed in 2017 for these developments and a number of the parcels remain to be constructed. After coordination with WisDOT, it was determined that all trips from the Ballpark Commons Area developments would be considered as part of background traffic. These include trips from Ballpark Commons Area developments that were constructed prior to the writing of this report but after the data collection process in addition to Ballpark Commons Area developments that have yet to be completed.
- **Vitalogy Development:** The Vitalogy Development will be a commercial and residential development located in the southeast quadrant of the W. Loomis Road and W. Rawson Avenue interchange. The development is planned to be constructed on approximately 52 acres of undeveloped land in a single phase. The proposed development is expected to include up to 400 apartment and townhouse units and up to five commercial retail out lots that are each approximately 4,000 square feet, all to be constructed under a single phase. A TIA was completed for this development and coordination is underway with WisDOT for appropriate development access. This off-site development is included in this study within the "Total" traffic volume scenarios.

These off-site developments are included in the City of Franklin's 2025 future land use map, shown in **Exhibit 2-3**, which illustrates the existing and proposed land uses within the City. The future land use map indicates "residential" future land use to the west of W. Loomis Road and "commercial" land use to the east of W. Loomis Road.

Part D: Site Accessibility

D1. Study Area Roadways

S. 76th Street is a north/south 6-lane divided roadway with a posted speed limit of 40 mph that intersects with W. Rawson Avenue northwest of the development site. Access to W. Loomis Road is provided to S. 76th Street through a grade-separated interchange, north of the development site.

W. Rawson Avenue is an east/west 4-lane divided roadway with additional width for the outside lanes and has a posted speed limit of 40 mph. Access to W. Loomis Road is provided to W. Rawson Avenue through a grade-separated interchange, west of the development site.

D2. Study Area Pedestrian & Bicycle Accommodations

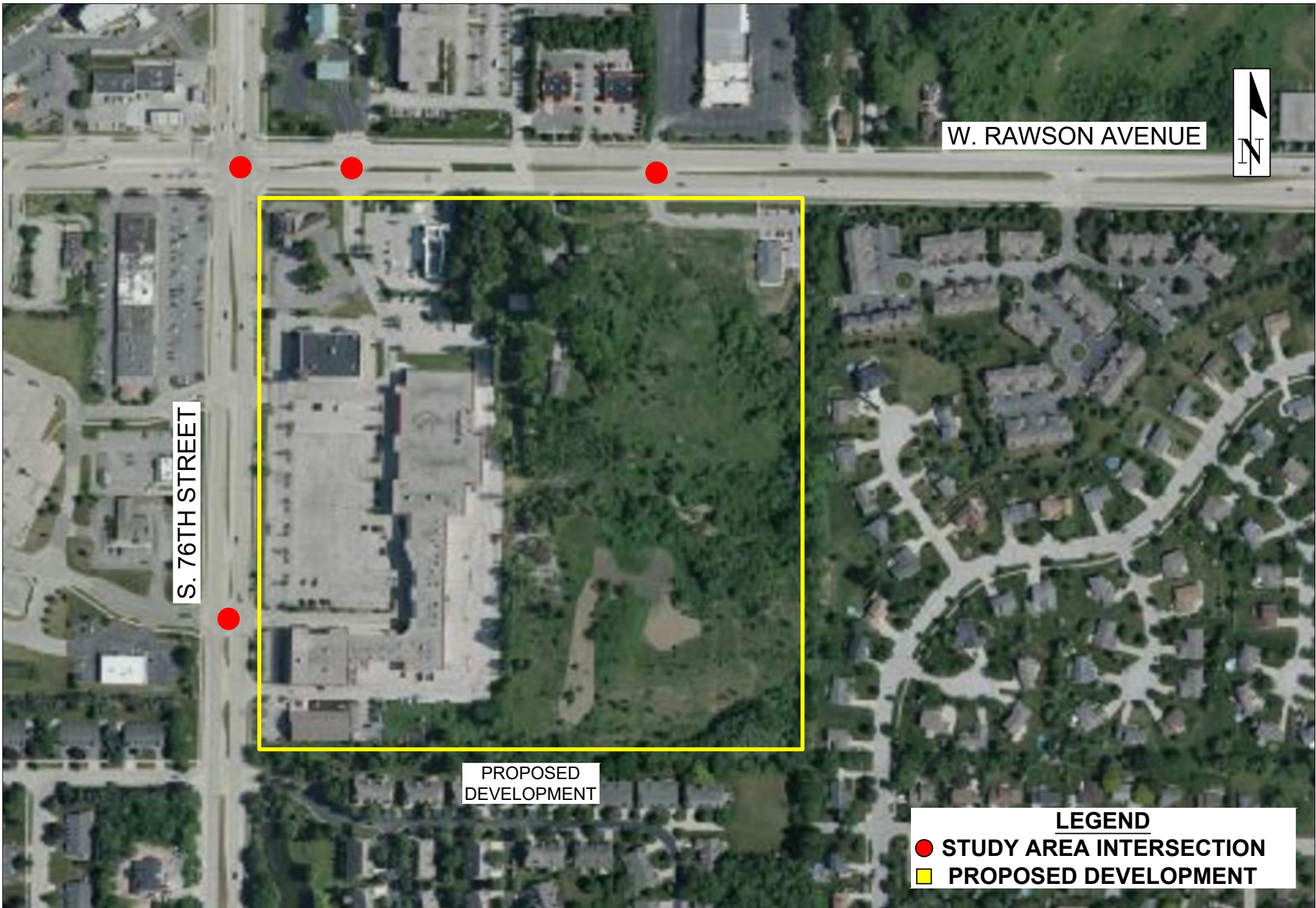
Within the study area, sidewalk is provided on both the east and west sides of S. 76th Street as well as the north and south sides of W. Rawson Avenue for pedestrian use. No dedicated bicycle accommodations exist within the study area and bicyclists likely use the sidewalk.

D3. Transit Accommodations

No regularly scheduled transit routes or bus stops are located within the project limits.

D4. Anticipated Highway Projects

Although no planned projects are currently scheduled, it is anticipated that the W. Loomis Road grade-separated interchanges with W. Rawson Avenue and S. 76th Street will be reconfigured as part of the Vitalogy project currently under coordination with WisDOT. The reconfiguration would remove the existing collector-distributor roadway located along W. Loomis Road between S. 76th Street and W. Rawson Avenue and the on-ramp from W. Rawson Avenue to southbound W. Loomis Road. The result would be a more traditional diamond interchange configuration at W. Loomis Road and S. 76th Street in the southbound direction. For the purposes of this study and to more accurately incorporate the Vitalogy development traffic volumes in the "Total" traffic scenarios, this reconfiguration is reflected in the study traffic volumes. The primary impact of this change is a shift in the westbound through and right-turn volumes at the Rawson Avenue intersection with S. 76th Street and an increase in southbound right-turn traffic at this same intersection. This approach results in a more conservative, higher-volume condition at the W. Rawson Avenue intersection with S. 76th Street. This reconfiguration is not expected to have a measurable impact on the volumes along W. Rawson Avenue and S. 76th Street at the development access points.



| BUILDING | | UNIT COUNT | PARKING | |
|----------|-----------|------------|--------------|--------------|
| A | 3+1 STORY | 42 | ENCLOSED | 433 |
| B | 3+1 STORY | 42 | SURFACE | 325 |
| C | 3+1 STORY | 48 | TOTAL | 758 |
| D | 3+1 STORY | 81 | | RATIO 1:1.75 |
| E | 3+1 STORY | 81 | COMMERCIAL | 205 |
| F | 3+1 STORY | 81 | | |
| G | 3+1 STORY | 56 | | |
| TOTALS | | 430 UNITS | | |
| H | HOTEL | 50 ROOMS * | | |

* APPROXIMATE

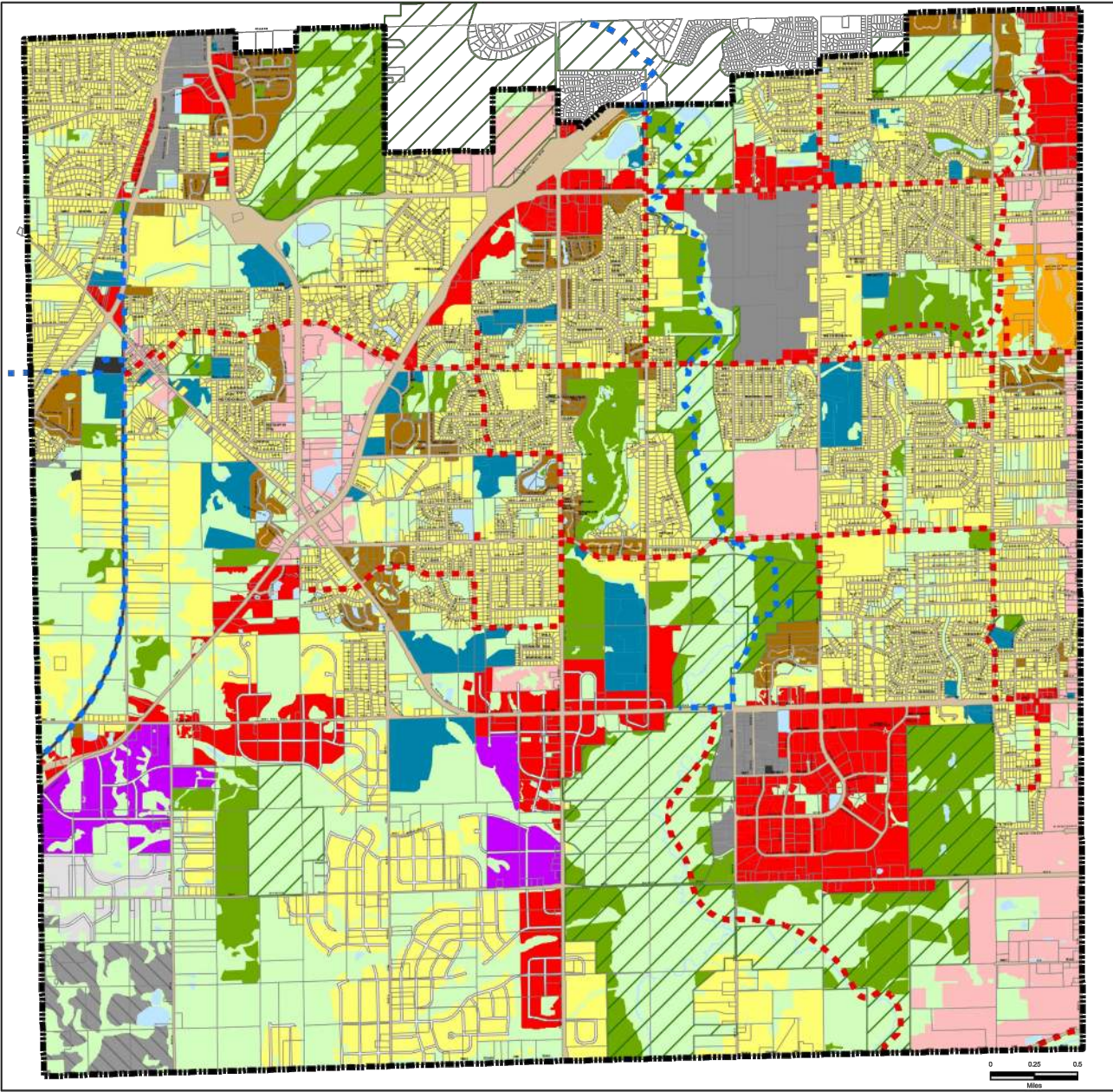


POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 2-2:
SITE PLAN

Future Land Use Map 2025

Map 5.7



Legend

Future Land Use

- Areas of Natural Resource Features
- Business Park
- Commercial
- Communication and Utilities
- Industrial
- Institutional
- Landfill
- Light Manufacturing
- Mixed Use
- Office
- Recreational
- Residential
- Residential - Multi-Family
- Transportation
- Water
- Future Roads (SW Plan)
- Existing Trail
- Proposed Trail
- Milwaukee County Parkway

Notes:

The changes on this map reflect hand notes provided by Planning to GIS on 8/26/09. The changes were made to a copy of the 2005 Existing Land Use layer.

The quarry area has been identified as a Potential Development Area. However, it is anticipated that any development / redevelopment of this area will not occur until after cessation of the extraction activities (envisaged to occur after the time-frame of this plan). Such development / redevelopment is to occur in accord with such provisions as set forth in Ordinance No. 97-1455 as may be amended.

Disclaimer:

The information depicted on this map was compiled from a variety of sources, including photogrammetric means. This map is not intended for use as a legal document, and official map documents, including certified survey maps, plat of survey, flood insurance studies, or other similar documents should be consulted when attempting to locate features on a site or property or when precise accuracy is required.



\\Project\Planning\Comp Plan support\009\Final Mapping\Chapter\FLU 5.7_04x26.mxd TSN - 9/1/09



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 2-3:
EXISTING AND PROPOSED LAND
USE FOR STUDY AREA

Chapter 3: Analysis of Existing Conditions

Part A: Physical Characteristics

Exhibit 3-1 displays the existing transportation system of the study area which includes the following:

- Intersection traffic control type
- Posted speed limit
- Storage lengths

Part B: Traffic Volumes

B1. Existing Traffic Volumes

Intersection turning movement counts were collected at the three existing driveways that will serve as the primary access points to the proposed site, as well as the four existing driveways that could serve as secondary access points. The intersection turning movement counts were collected at these seven driveways along S. 76th Street and W. Rawson Avenue from 10:00 AM – 2:00 PM on Saturday, May 13, 2023, and from 3:00 PM – 6:00 PM on Wednesday, May 17, 2023. The peak hour periods identified include the weekday PM peak hour of 4:30 PM – 5:30 PM and the Saturday peak hour of 11:30 AM – 12:30 PM.

A TIA for the proposed Vitalogy development located in the southeast quadrant of Loomis Road and W. Rawson Avenue was completed for WisDOT in March of 2023. As part of this TIA, WisDOT prepared 2023 weekday PM and Saturday peak hour turning movements for the intersection of S. 76th Street and W. Rawson Avenue. These 2023 peak hour turning movements were adjusted to balance with the turning movement counts collected at the seven study area driveways along S. 76th Street and W. Rawson Avenue. The balanced traffic volumes also take into consideration the closure of the southbound on-ramp from Rawson Avenue to W. Loomis Road. This reconfiguration is being proposed as part of the Vitalogy Development. The primary impact of this change is a shift in the westbound through and right-turn volumes at the Rawson Avenue intersection with S. 76th Street.

The 2023 existing traffic volumes are shown in **Exhibit 3-2A**. Detailed count data for each intersection is included in **Appendix A**.

2021 annual average daily traffic counts (AADT) collected by WisDOT were available for S. 76th Street and W. Rawson Avenue, through the online Traffic Count Map and are displayed in **Exhibit 3-4**.

B2. Base/Background Traffic Volumes

The 2024 base year background traffic volumes were developed by adding the trips expected to be generated by the Ballpark Commons development to the 2023 existing traffic volumes. These new Ballpark Commons trips are identified later in this report for reference within the trip generation discussions.

No other off-site developments expected to impact the background traffic volumes within the study area were identified. The background growth was assumed to be so minimal for a single year that a growth rate would not be necessary for the 2023 existing traffic volumes to represent the 2024 base year volumes.

The 2024 base year background traffic volumes can be seen in **Exhibit 3-2B**.

Part C: Capacity/Level of Service

C1. Level of Service Definitions

Methodology

For the purpose of this study, LOS 'D' as defined in the Highway Capacity Manual (HCM) 6th Edition is used as the threshold for acceptable peak hour intersection operating conditions or maintaining the existing LOS when below LOS 'D'. Intersection operation is typically quantified based on its LOS during peak traffic volume periods. The LOS is determined based on the average amount of delay experienced by each vehicle entering an intersection during the study period and is categorized by grades of 'A' through 'F'.

Table 1 provides a brief summary of the different intersection LOS.

The 95th percentile queue is also included in the operations summary as an additional performance measure. The 95th percentile queue (sometimes referred to as the "maximum probable queue") represents the distance from the stop bar at which 95% of all queues for a given movement within the analysis time period are expected to be contained. In other words, there is only a 5% probability that the 95th percentile queue length will be exceeded during the analysis period.

Intersection operations for traffic signal control and stop control at the study intersections were analyzed using Synchro 11 software. The results presented within this report are based on HCM 6 equations and methodologies.

Table 1: Intersection Level of Service Description

| Alpha LOS | Signalized (sec/veh) | Unsignalized Delay (sec/veh) | Description |
|-----------|----------------------|------------------------------|---|
| A | ≤ 10 | ≤ 10 | No Congestion: Very few vehicles experience delay. |
| B | > 10 - 20 | > 10 - 15 | Minimal Congestion: Some vehicles experience delay but many travel through intersection without stopping. |
| C | > 20 - 35 | > 15 - 25 | Minor Congestion: Many vehicles experience delay but some travel through intersection without stopping. |
| D | > 35 - 55 | > 25 - 35 | Moderate Congestion: Most vehicles experience delay. |
| E | > 55 - 80 | > 35 - 50 | Severe Congestion: Most vehicles experience significant delay. Volumes nearing capacity. |
| F | > 80 Or V/C >1.0 | > 50 Or V/C >1.0 | Extreme Congestion: Nearly all vehicles experience significant delay. Volume may be higher than capacity. Potential gridlock. |

The geometry and intersection control type are shown in **Exhibit 3-1A**. The study intersections analyzed include:

- S. 76th Street & W. Rawson Avenue
- S. 76th Street & Driveway 3 (North Ace Hardware Access)
- W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access): minor stop control
- W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

C2. Existing Analysis

Weekday PM and Saturday peak hour traffic operations at the study intersections for the 2024 Base Year Background Traffic are summarized in **Exhibit 3-3**. As shown in **Exhibit 3-3**, all peak hour traffic movements at the study intersections under the existing geometry are expected to operate at LOS 'D' or better with the following exceptions:

S. 76th Street & W. Rawson Avenue

The exclusive southbound left-turn lane is expected to operate at LOS 'F', during the weekday PM peak hour.

Addressing this LOS is expected to require signal timing adjustments.

W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)

The shared northbound left-turn/through lane is expected to operate at LOS 'E', during the Saturday PM peak hour.





Addressing this LOS is expected to require intersection control modifications; however, considering the proximity of this intersection to the S. 76th Street and W. Rawson Avenue intersection, implementing a different intersection control type is not a feasible alternative. Therefore, an alternative for improving the driveway operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection.

Part D: Sources of Data

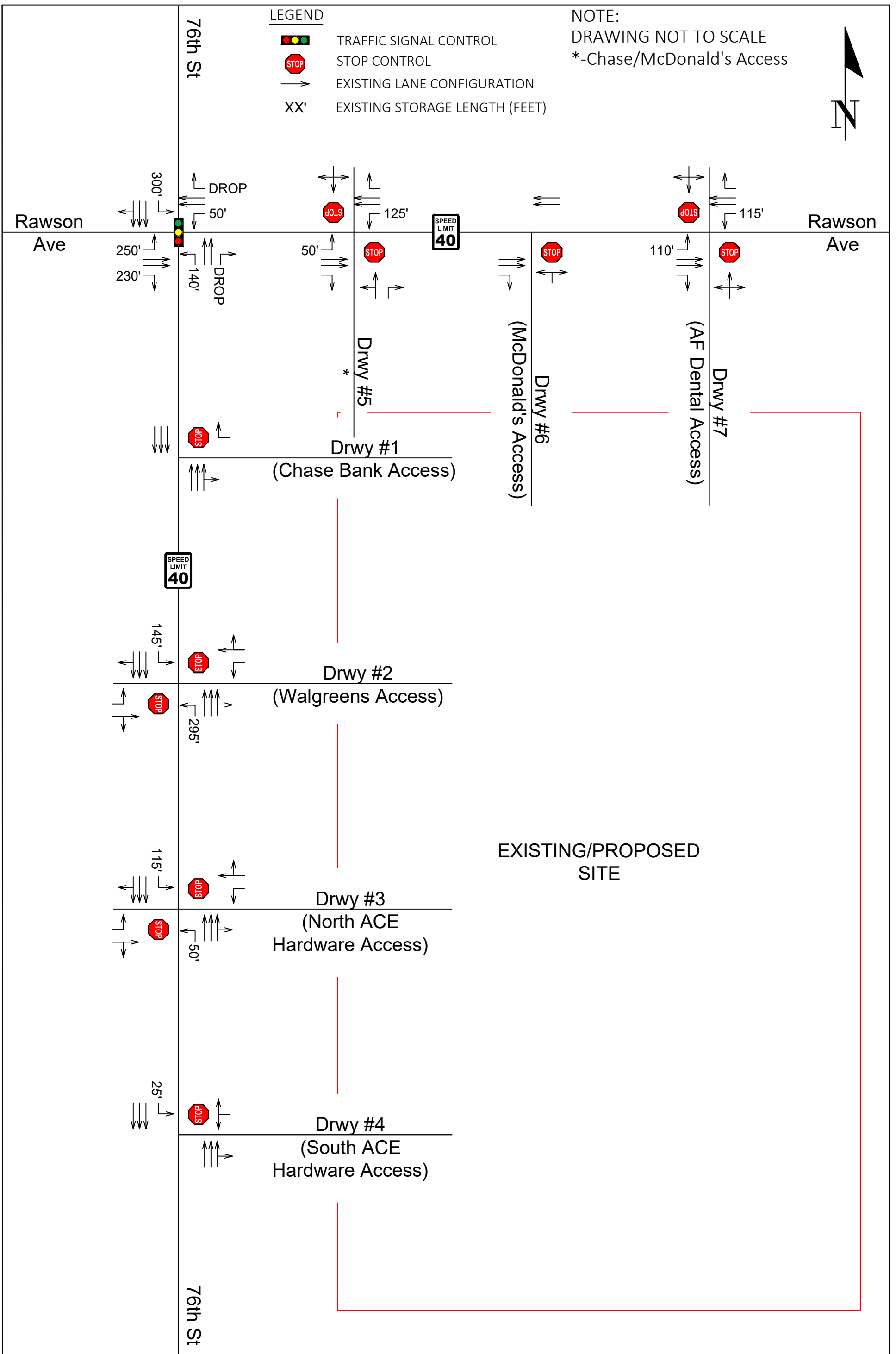
Sources of traffic data used within this report are as follows:

- AADT count information: WisDOT
- Turning movement traffic counts: WisDOT and Ayres Associates
- Traffic signal phasing/timing: Milwaukee County
- Traffic Forecasts: WisDOT

LEGEND

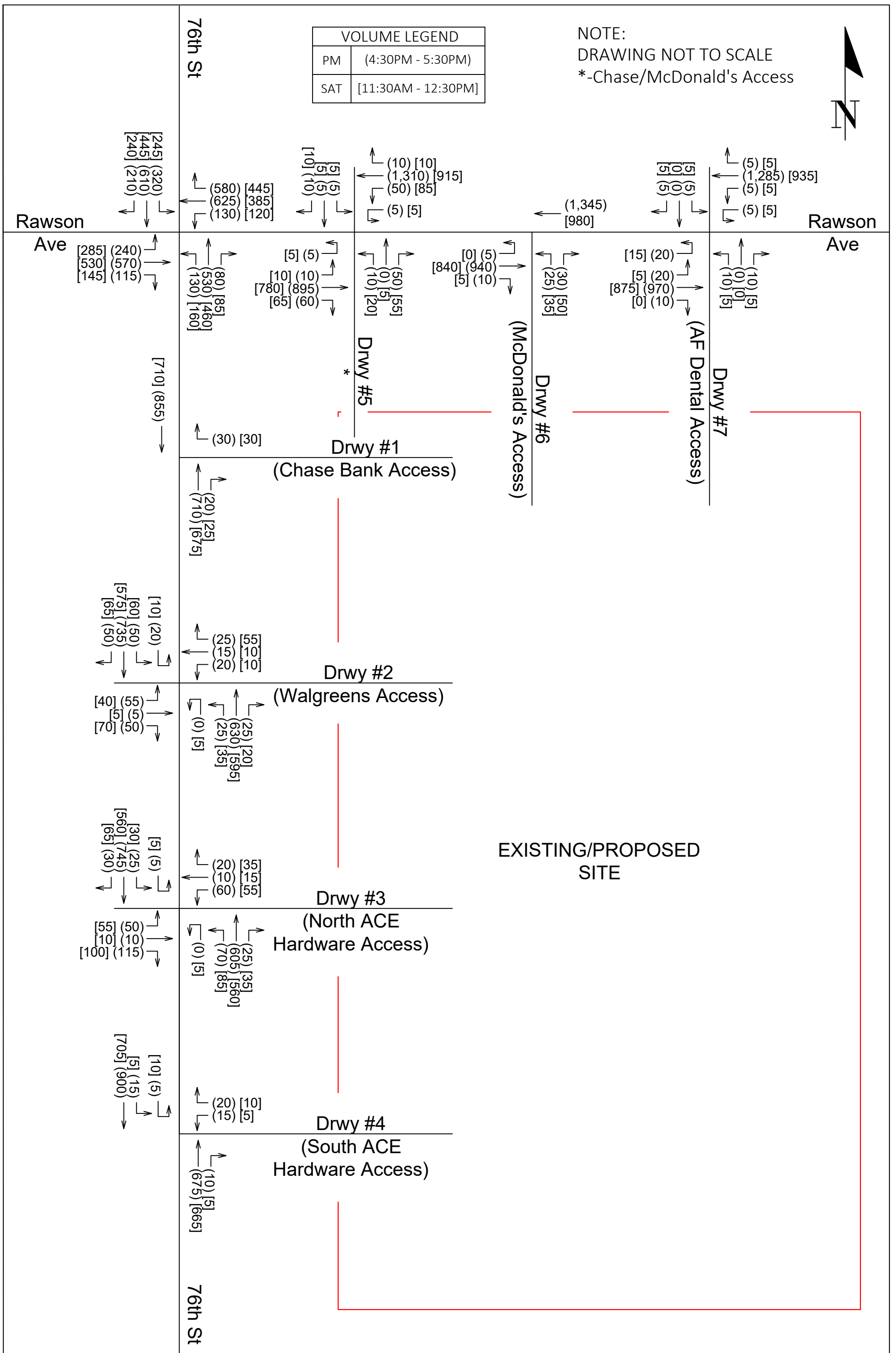
-  TRAFFIC SIGNAL CONTROL
-  STOP CONTROL
-  EXISTING LANE CONFIGURATION
-  XX'

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access

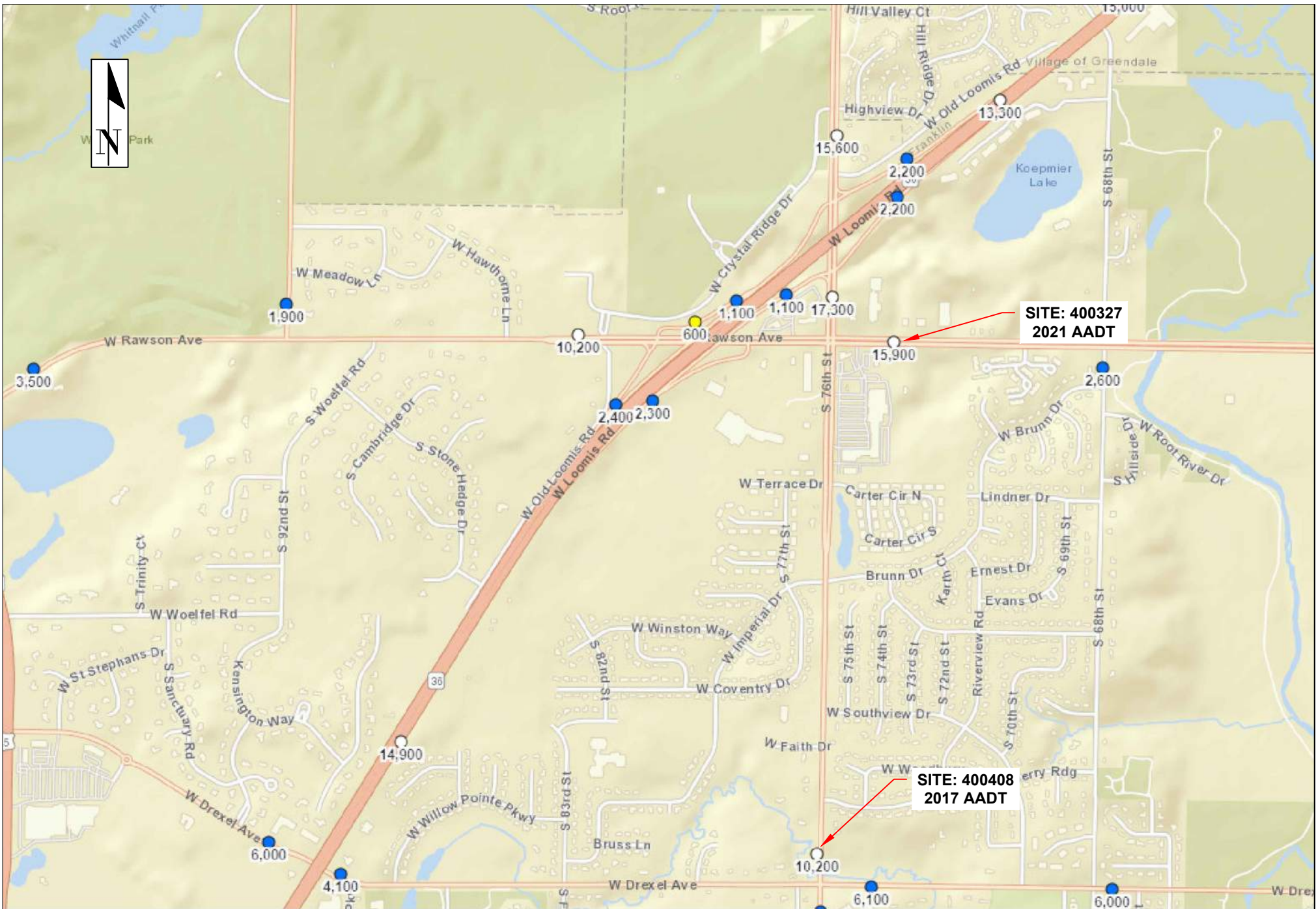


| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | C | C | C | C | F | C | D | C |
| | | | Delay (sec) | 20.4 | 20.5 | 17.4 | 16.5 | 23.8 | 20.3 | 24.5 | 32.5 | 26.6 | 91.5 | 32.1 | 35.6 | |
| | | | v/c | 0.66 | 0.44 | 0.12 | 0.33 | 0.53 | 0.54 | 0.48 | 0.69 | 0.14 | 1.04 | 0.70 | 0.71 | |
| | | Queue (ft) | #200 | 225 | 75 | 100 | 250 | 250 | 75 | 175 | 50 | #250 | 200 | | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | C | B | B | C | C | C |
| | | | Delay (sec) | 22.5 | 21.5 | 19.0 | 17.8 | 22.7 | 17.7 | 17.2 | 23.1 | 19.9 | 18.3 | 21.3 | 23.8 | |
| | | | v/c | 0.71 | 0.60 | 0.23 | 0.35 | 0.52 | 0.53 | 0.45 | 0.58 | 0.15 | 0.59 | 0.52 | 0.60 | |
| Queue (ft) | #200 | 200 | 75 | 75 | 150 | 175 | 100 | 150 | 50 | 150 | 150 | | | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | | | |
| | | | Storage (ft) | - | - | - | - | 50 | - | 115 | - | - | | | | |
| | | Weekday PM | LOS | C | B | D | B | A | N/A | B | N/A | N/A | | | | |
| | | | Delay (sec) | 17.5 | 12.0 | 29.5 | 14.9 | 9.5 | N/A | 11.9 | N/A | | | | | |
| | | | v/c | 0.16 | 0.21 | 0.31 | 0.08 | 0.09 | N/A | 0.06 | N/A | | | | | |
| | | Queue (ft) | 25 | 25 | 50 | 25 | 25 | N/A | 25 | N/A | | | | | | |
| | | Saturday Peak | LOS | D | B | D | C | B | N/A | B | N/A | N/A | | | | |
| | | | Delay (sec) | 28.9 | 14.7 | 32.7 | 16.9 | 12.6 | N/A | 11.5 | N/A | | | | | |
| | | | v/c | 0.28 | 0.24 | 0.31 | 0.15 | 0.17 | N/A | 0.06 | N/A | | | | | |
| Queue (ft) | 50 | 25 | 50 | 25 | 25 | N/A | 25 | N/A | | | | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | B | D | N/A | | | | | |
| | | | Delay (sec) | 13.0 | N/A | 8.6 | N/A | 23.6 | 10.5 | 29.9 | | | | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.05 | 0.08 | 0.13 | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | E | B | D | N/A | | | | | |
| | | | Delay (sec) | 10.7 | N/A | 11.0 | N/A | 35.6 | 12.3 | 26.9 | | | | | | |
| | | | v/c | 0.03 | N/A | 0.15 | N/A | 0.20 | 0.11 | 0.12 | | | | | | |
| Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 110 | - | 115 | - | - | - | - | - | - | | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | D | N/A | | | | | | |
| | | | Delay (sec) | 13.2 | N/A | 8.6 | N/A | 16.3 | 27.5 | | | | | | | |
| | | | v/c | 0.09 | N/A | 0.01 | N/A | 0.06 | 0.06 | | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | C | C | N/A | | | | | | |
| | | | Delay (sec) | 10.6 | N/A | 10.2 | N/A | 19.2 | 19.9 | | | | | | | |
| | | | v/c | 0.03 | N/A | 0.02 | N/A | 0.04 | 0.04 | | | | | | | |
| Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 3-3: 2024 BASE YEAR
BACKGROUND VOLUMES
CAPACITY/LOS ANALYSIS



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 3-4:
EXISTING AADT SUMMARY MAP

Chapter 4: Projected Traffic

Part A: Background Traffic Forecasting

As seen in **Appendix A**, WisDOT background traffic forecasts at the S. 76th Street and W. Rawson Avenue intersection, for the years 2023, 2028, 2033, and 2038 were taken from the recent Vitalogy TIA. For the purposes of this report, only 2023 base year and 2038 horizon year background forecasts were utilized.

As noted previously, the 2024 base year background traffic volumes were developed by adding the trips expected to be generated by the Ballpark Commons development to the 2023 existing traffic volumes. No other off-site developments expected to impact the background traffic volumes within the study area were identified. The background growth was assumed to be so minimal for a single year that a growth rate would not be necessary for the 2023 existing traffic volumes to represent the 2024 base year volumes. The 2024 base year background traffic volumes can be seen in **Exhibit 3-2B**.

The 2039 horizon year background traffic volumes were developed by first growing the 2024 base year background traffic volumes at the S. 76th Street and W. Rawson Avenue intersection, based on the growth rates used in the WisDOT background traffic forecasts. These grown volumes were then distributed along the through movements at the seven driveway intersections within the study area. The turning movement volumes to and from the seven driveways were not grown under the background conditions, as the developments these driveways serve are built out and a growth in volume is unlikely. The 2039 horizon year background traffic volumes were developed and are shown in **Exhibit 4-1**.

Part B: On-Site and Off-Site Development Traffic Forecasting

Data published in the *ITE Trip Generation Manual* – 11th Edition was used to identify the number of peak hour trips that would be generated by the proposed Land By Label development and off-site developments.

B1. Trip Generation

The following section summarizes the proposed on-site and off-site developments and the process used to calculate new trips. The on-site trip generation table is shown in **Exhibit 4-2A** while the off-site trip generation table for the Ballpark Commons Area development is shown in **Exhibit 4-2B** and the off-site trip generation table for the Vitalogy development is shown in **Exhibit 4-2C**. For the purposes of this report, the Ballpark Commons Area off-site development traffic is included as background traffic for all scenarios. The Vitalogy development is incorporated after the “Build” volumes and included in the “Total” volume scenario for each analysis year.

On-Site Development

Pothes General: The Pothes General development trips are considered to be on-site trips within this report. This development is located at the southeast corner of the S. 76th Street and W. Rawson Avenue intersection. The development will replace the existing Orchard View Shopping Center; however, the existing ACE Hardware, Walgreens, Chase Bank, McDonald’s, and Ingenious Child Care buildings are all expected to remain as they exist today.

The existing Orchard View Shopping Center is approximately 105,000 square feet in size; however, only approximately 34,000 square feet is currently leased and operating. Therefore, removal trips from the operating 34,000 square foot shopping center were applied to the on-site trip generation volumes. It is expected that the removal of the shopping center will reduce on-site traffic by 80 trips (50 in, 30 out) during the weekday AM peak hour, 185 trips (95 in, 90 out) during the weekday PM peak hour and 225 trips (115 in, 110 out) during the Saturday peak hour.

The trips generated by the off-site development comprise of the following:

- **Apartments:** The development is expected to include a total of 440 apartment units. The 440 dwelling units are expected to generate 160 new trips (40 in, 120 out) during the weekday AM peak hour, 210 new trips (130 in, 80 out) during the weekday PM peak hour and 180 new trips (90 in, 90 out) during the Saturday peak hour.
- **Commercial Development:** The commercial development includes approximately 20,000 square feet of first floor commercial space. The commercial space users are not yet finalized, as such the spaces are assumed to be general retail. The commercial development is expected to generate 45 new trips (25 in, 20 out) during the weekday AM peak hour, 125 new trips (65 in, 60 out) during the PM peak hour and 130 new trips (65 in, 65 out) during the Saturday peak hour.
- **Hotel:** The 50-unit hotel is expected to generate 20 new trips (10 in, 10 out) during the weekday AM peak hour, 10 new trips (5 in, 5 out) during the weekday PM peak hour and 40 new trips (20 in, 20 out) during the Saturday peak hour.
- **Food Truck Plaza:** The food truck plaza is expected to generate no new trips during the weekday AM peak hour, 30 new trips (15 in, 15 out) during the weekday PM peak hour and 30 new trips (15 in, 15 out) during the Saturday peak hour.
- **Public Space:** The proposed development is also expected to include a public space that could accommodate a splash pad, ice rink, and occasional events such as movie nights, lawn games, outdoor concerts, or farmers markets. The majority of people expected to use the public space are expected to be on-site apartment residents and hotel patrons. Additionally, many of these events will generate traffic during midday or late-night hours outside of the peak hour analysis periods. Therefore, this public space is not expected to generate a significant number of new trips during the peak periods.

Off-Site Development

Ballpark Commons Area: The Ballpark Commons Area developments that are currently under construction or have yet to be constructed as part of the Ballpark Commons Master Site Plan are considered to be background trips within this report and compose of the following:

- **M1 Development:** The M1 Development includes a 78-unit mixed use building with approximately 5,643 square feet of commercial space that comprises of a 1,643 square foot hair salon and 4,000 square foot brewery tap room/bar. The M1 development is expected to generate 55 new trips (20 in, 35 out) during the weekday AM peak hour, 115 new trips (70 in, 45 out) during the weekday PM peak hour and 130 new trips (70 in, 60 out) during the Saturday peak hour.
- **R1 Development:** The R1 Development includes a 50-unit hotel and is expected to generate 20 new trips (10 in, 10 out) during the weekday AM peak hour, 10 new trips (5 in, 5 out) during the weekday PM peak hour and 40 new trips (20 in, 20 out) during the Saturday peak hour.
- **C5 Development:** The C5 Development is a 10,000 square foot Chicken N Pickle restaurant and is expected to generate 15 new trips (10 in, 5 out) during the weekday AM peak hour, 125 new trips (70 in, 55 out) during the weekday PM peak hour and 325 new trips (180 in, 145 out) during the Saturday peak hour.
- **C6 Development:** The C6 Development includes a 150-unit hotel and is expected to generate 70 new trips (40 in, 30 out) during the weekday AM peak hour, 85 new trips (45 in, 40 out) during the weekday PM peak hour and 110 new trips (60 in, 50 out) during the Saturday peak hour.

Vitalogy: The Vitalogy Development will be a commercial and residential development located in the southeast quadrant of the W. Loomis Road and W. Rawson Avenue interchange. A TIA was completed for this development and coordination is underway with WisDOT for appropriate development access. This off-site development is included in this study within the “Total” traffic volume scenarios. The development will be constructed under a single phase and include the following:

- **Apartments and Townhouses:** The apartments and townhouses are expected to include up to 400 dwelling units. The 400 dwelling units are expected to generate 145 new trips (35 in, 110 out) during the weekday AM peak hour, 195 new trips (125 in, 70 out) during the weekday PM peak hour and 165 new trips (85 in, 80 out) during the Saturday peak hour.
- **Drive-In Bank:** The 4,000 square foot drive-in bank is expected to generate 40 new trips (25 in, 15 out) during the weekday AM peak hour, 85 new trips (45 in, 40 out) during the weekday PM peak hour and 105 new trips (55 in, 50 out) during the Saturday peak hour.
- **Sit-Down Restaurant:** The 4,000 square foot sit-down restaurant is expected to generate 40 new trips (25 in, 15 out) during the weekday AM peak hour, 35 new trips (20 in, 15 out) during the weekday PM peak hour and 45 new trips (25 in, 20 out) during the Saturday peak hour.
- **(2) Fast Food Restaurants:** The two 4,000 square foot fast food restaurants are each expected to generate 180 new trips (90 in, 90 out) during the weekday AM peak hour, 130 new trips (70 in, 60 out) during the weekday PM peak hour and 220 new trips (110 in, 110 out) during the Saturday peak hour.
- **Coffee Shop:** The 4,000 square foot coffee shop is expected to generate 345 new trips (175 in, 170 out) during the weekday AM peak hour, 155 new trips (80 in, 75 out) during the weekday PM peak hour and 350 new trips (175 in, 175 out) during the Saturday peak hour.

B2. Mode Split

Considering the location of the proposed development and land use types, it was assumed that 100% of the trips generated by the development will be vehicular trips.

B3. Pass-By and Linked-Trip Traffic Estimation

Pass-by trips are trips where vehicles already on the roadway adjacent to the development site make an intermediate stop within the development site before continuing onto their intended destination. It was assumed that the land uses within the proposed development would not generate any pass-by trips; therefore, no pass-by reductions were applied to the trip generation results.

As stated within the WisDOT TIA guidelines, “Linked trips are trips with one common point of origin and multiple destination points.” In other words, a linked trip occurs when a vehicle has multiple destinations within a development site. As determined during coordination within the Vitalogy TIA, a 10% linked-trip application was provided by WisDOT for several apartment, townhouse, and hotel units as listed in the trip generation tables.

B4. Trip Distribution

The trip distribution used to assign new development trips to the study area was estimated based on existing traffic patterns and consistency with the approved *Ballpark Commons Traffic Impact Analysis* dated August 28, 2017, and the *Land By Label Development Co. Vitalogy Development TIA* dated March 24, 2023. The TIA states that trip distribution percentages were determined by WisDOT to reflect the following:

- 20% to/from the north on S. 76th Street
- 10% to/from the south on S. 76th Street
- 25% to/from the northeast on W. Loomis Road
- 15% to/from the southwest on W. Loomis Road
- 20% to/from the east on W. Rawson Avenue
- 10% to/from the west on W. Rawson Avenue

The Ballpark Commons TIA trip distribution percentages match the most recent 2021 existing traffic patterns for the study area, based on roadway AADTs. It is expected that the trip distribution percentages listed under the Ballpark Commons TIA are reflective of the likely distribution for the Poths General development.

For the purposes of this study, the distribution percentages related to Loomis Road were reapplied to S. 76th Street and W. Rawson Avenue to take into account the study area limits. The revised distribution percentages were as follows:

- 45% to/from the north on S. 76th Street
- 10% to/from the south on S. 76th Street
- 20% to/from the east on W. Rawson Avenue
- 25% to/from the west on W. Rawson Avenue

The expected trip distribution for on-site and off-site trips is shown in **Exhibit 4-3**. These distributions assume the area roadway network remains as currently configured.

B5. Trip Assignment

Poths General On-Site Development

On-site development trips were assigned to the area roadway networks based on the trip distribution previously identified. Existing trips associated with the Orchard View Shopping Center were removed as an initial trip reduction. No pass-by trips were identified for this development. The new trips and the removal of the existing trips to be replaced were summed to create the total new driveway trips. The resulting volumes are shown in the following exhibits:

- Exhibit 4-4A: On-Site New Trips
- Exhibit 4-4B: On-Site Trip Removal
- Exhibit 4-4C: On-Site Net New Trips

Ballpark Commons Off-Site Development

Off-site new development trips from the Ballpark Commons Development were assigned to the area roadway networks based on the trip distribution previously identified. Pass-by trips were based on existing peak hour directional traffic along W. Rawson Avenue. Linked trips, associated with developments C5 and C6, were distributed between these land uses. The new, pass-by, and linked trips were combined to create the total new driveway trips. The resulting volumes are shown in the following exhibit:

- Exhibit 4-5: Off-Site Ballpark Commons Net New Trips

Vitalogy Off-Site Development

Off-site new development trips for the Vitalogy Development were assigned to the area roadway networks based on the trip distribution previously identified. Pass-by trips were based on existing peak hour directional traffic along W. Loomis Road. The new trips and pass-by trips were combined to create the total new driveway trips. The resulting volumes are shown in the following exhibit:

- Exhibit 4-6: Off-Site Vitalogy Net New Trips

Part C: Build and Total Traffic

The base year 2024 background traffic volumes were combined with the on-site net new trips to result in base year 2024 build traffic volumes, as shown in **Exhibit 4-7**. These base year build traffic volumes were combined with the off-site net new trips from the Vitalogy development to result in base year 2024 total traffic volumes, as shown in **Exhibit 4-9**.

The horizon year 2039 background traffic volumes were combined with the on-site net new trips to result in horizon year 2039 build traffic volumes, as shown in **Exhibit 4-8**. These horizon year traffic volumes were combined with the off-site net new trips from the Vitalogy development to result in horizon year 2039 total traffic volumes, as shown in **Exhibit 4-10**.

Poths General On Site Trip Generation

| Land Use | ITE Classification | ITE Code | Size | Unit | Weekday Trips | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | | Sat Peak Hour Trips | | | |
|---|--------------------|--------------------------------|------|--------|---------------|-------|-------|--------------------|-----|-------|--------------------|-----|-------|---------------------|-----|-------|----------|
| | | | | | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| 1 | Residential | Multifamily Housing (Low-Rise) | 220 | 440 | Units | 50% | 50% | ITE Rate | 24% | 76% | ITE Rate | 63% | 37% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 1,450 | 1,450 | 2,900 | 40 | 120 | 160 | 130 | 80 | 210 | 90 | 90 | 180 |
| Linked Trips - 10% of Trips | | | | | | 145 | 145 | 290 | 5 | 10 | 15 | 15 | 10 | 25 | 10 | 10 | 20 |
| 2 | Retail | Strip Retail Plaza | 822 | 20,000 | SF | 50% | 50% | ITE Rate | 60% | 40% | ITE Rate | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 545 | 545 | 1,090 | 25 | 20 | 45 | 65 | 60 | 125 | 65 | 65 | 130 |
| 3 | Lodging | Hotel | 310 | 50 | Units | 50% | 50% | ITE Rate | 56% | 44% | ITE Rate | 51% | 49% | ITE Rate | 56% | 44% | ITE Rate |
| | | | | | | 200 | 200 | 400 | 10 | 10 | 20 | 5 | 5 | 10 | 20 | 20 | 40 |
| 4 | Services | Food Cart Pod | *926 | 5 | Units | 50% | 50% | ITE Rate | 50% | 50% | ITE Rate | 50% | 50% | ITE Rate | 50% | 50% | ITE Rate |
| | | | | | | -- | -- | -- | 0 | 0 | 0 | 15 | 15 | 30 | 15 | 15 | 30 |
| Sub Totals (without linked trip reduction) | | | | | | 2,195 | 2,195 | 4,390 | 75 | 150 | 225 | 215 | 160 | 375 | 190 | 190 | 380 |
| Total Linked Trips | | | | | | 145 | 145 | 290 | 5 | 10 | 15 | 15 | 10 | 25 | 10 | 10 | 20 |
| 76th & Rawson Development New Trip Total | | | | | | 2,050 | 2,050 | 4,100 | 70 | 140 | 210 | 200 | 150 | 350 | 180 | 180 | 360 |
| Existing Orchard View Shopping Center | | | | | | | | | | | | | | | | | |
| 5 | Retail | Shopping Plaza | 822 | 34,000 | SF | 50% | 50% | ITE Rate | 60% | 40% | ITE Rate | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 830 | 830 | 1,660 | 50 | 30 | 80 | 95 | 90 | 185 | 115 | 110 | 225 |
| Orchard View Shopping Center Removal Trips | | | | | | 830 | 830 | 1,660 | 50 | 30 | 80 | 95 | 90 | 185 | 115 | 110 | 225 |
| Total New Vehicle Trips | | | | | | 1,220 | 1,220 | 2,440 | 20 | 110 | 130 | 105 | 60 | 165 | 65 | 70 | 135 |

*Weekday trip estimates are not available for Land Use 926



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 4-2A:
TRIP GENERATION TABLE
POTHS GENERAL (ON-SITE)

Poths General Off-Site Trip Generation: Ballpark Commons

| Land Use | ITE Classification | ITE Code | Size | Unit | Weekday Trips | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | | Sat Peak Hour Trips | | | |
|---|--------------------|--------------------------------------|------|--------|---------------|-------------|-------------|--------------------|-----------|-----------|--------------------|------------|------------|---------------------|------------|------------|------------|
| | | | | | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| 1 | Residential | Multifamily Housing (Low-Rise) - M1 | 220 | 78 | Units | 50% | 50% | ITE Rate | 24% | 76% | ITE Rate | 63% | 37% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 290 | 290 | 580 | 10 | 35 | 45 | 35 | 20 | 55 | 15 | 15 | 30 |
| 2 | Retail/Services | Strip Retail Plaza (Hair Salon) - M1 | 822 | 1,643 | SF | 50% | 50% | ITE Rate | 60% | 40% | ITE Rate | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 45 | 45 | 90 | 5 | 0 | 5 | 10 | 10 | 20 | 5 | 5 | 10 |
| 3 | Services | Brewery Tap Room - M1 | 971 | 4,000 | SF | 50% | 50% | ITE Rate | 88% | 12% | ITE Rate | 59% | 41% | ITE Rate | 56% | 44% | ITE Rate |
| | | | | | | 125 | 125 | 250 | 5 | 0 | 5 | 25 | 15 | 40 | 50 | 40 | 90 |
| 4 | Lodging | Hotel - R1 | 310 | 50 | Units | 50% | 50% | ITE Rate | 56% | 44% | ITE Rate | 51% | 49% | ITE Rate | 56% | 44% | ITE Rate |
| | | | | | | 200 | 200 | 400 | 10 | 10 | 20 | 5 | 5 | 10 | 20 | 20 | 40 |
| 5 | Lodging | Hotel - C6 | 310 | 150 | Units | 50% | 50% | ITE Rate | 56% | 44% | ITE Rate | 51% | 49% | ITE Rate | 56% | 44% | ITE Rate |
| | | | | | | 600 | 600 | 1200 | 40 | 30 | 70 | 45 | 40 | 85 | 60 | 50 | 110 |
| Linked Trips - 10% of Trips | | | | | | 60 | 60 | 120 | 5 | 5 | 10 | 5 | 5 | 10 | 5 | 5 | 10 |
| 6 | Services | Fast Casual Restaurant - C5 | 930 | 10,000 | SF | 50% | 50% | ITE Rate | 50% | 50% | ITE Rate | 55% | 45% | ITE Rate | 55% | 45% | ITE Rate |
| | | | | | | 485 | 485 | 970 | 10 | 5 | 15 | 70 | 55 | 125 | 180 | 145 | 325 |
| Linked Trips - 10% of Trips | | | | | | 50 | 50 | 100 | 0 | 0 | 0 | 5 | 5 | 10 | 20 | 15 | 35 |
| Pass-By Trip Reduction - 25% of Trips | | | | | | 110 | 110 | 220 | 0 | 0 | 0 | 15 | 15 | 30 | 35 | 35 | 70 |
| Sub Totals (without pass-by and linked trip reduction) | | | | | | 1745 | 1745 | 3490 | 80 | 80 | 160 | 190 | 145 | 335 | 330 | 275 | 605 |
| Total Linked Trips | | | | | | 110 | 110 | 220 | 5 | 5 | 10 | 10 | 10 | 20 | 25 | 20 | 45 |
| Total Pass-By Trip Reduction | | | | | | 110 | 110 | 220 | 0 | 0 | 0 | 15 | 15 | 30 | 35 | 35 | 70 |
| Total Vehicle New Trips | | | | | | 1525 | 1525 | 3050 | 75 | 75 | 150 | 165 | 120 | 285 | 270 | 220 | 490 |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 4-2B:
TRIP GENERATION TABLE
BALLPARK COMMONS (OFF-SITE)

Poths General Off-Site Trip Generation: Vitalogy

| Land Use | ITE Classification | ITE Code | Size | Unit | Weekday Trips | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | | Sat Peak Hour Trips | | | |
|---|--------------------|----------------------|------|-------|---------------|-------------|-------------|--------------------|------------|------------|--------------------|------------|------------|---------------------|------------|------------|-------------|
| | | | | | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | |
| 1 | Residential | Multifamily Low-Rise | 220 | 400 | Units | 50% | 50% | ITE Rate | 24% | 76% | ITE Rate | 63% | 37% | ITE Rate | 50% | 50% | ITE Rate |
| | | | | | | 1320 | 1320 | 2640 | 35 | 110 | 145 | 125 | 70 | 195 | 85 | 80 | 165 |
| Linked Trips - 10% of Trips | | | | | | 130 | 130 | 260 | 5 | 10 | 15 | 15 | 5 | 20 | 10 | 10 | 20 |
| 2 | Services | Drive-In Bank | 912 | 4,000 | SF | 50% | 50% | ITE Rate | 58% | 42% | ITE Rate | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 200 | 200 | 400 | 25 | 15 | 40 | 45 | 40 | 85 | 55 | 50 | 105 |
| Pass-By Trip Reduction - 10% of Trips | | | | | | 20 | 20 | 40 | 0 | 0 | 0 | 5 | 5 | 10 | 5 | 5 | 10 |
| 3 | Services | Sit-Down Restaurant | 932 | 4,000 | SF | 50% | 50% | ITE Rate | 55% | 45% | ITE Rate | 61% | 39% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 215 | 215 | 430 | 20 | 20 | 40 | 20 | 15 | 35 | 25 | 20 | 45 |
| Pass-By Trip Reduction - 20% of Trips | | | | | | 45 | 45 | 90 | 5 | 5 | 10 | 5 | 5 | 10 | 5 | 5 | 10 |
| 4 | Services | Fast Food Restaurant | 934 | 4,000 | SF | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate | 52% | 48% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 935 | 935 | 1870 | 90 | 90 | 180 | 70 | 60 | 130 | 110 | 110 | 220 |
| Pass-By Trip Reduction - 25% Weekday, 40% AM & PM, 25% SAT | | | | | | 235 | 235 | 470 | 35 | 35 | 70 | 25 | 25 | 50 | 30 | 30 | 60 |
| 5 | Services | Fast Food Restaurant | 934 | 4,000 | SF | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate | 52% | 48% | ITE Rate | 51% | 49% | ITE Rate |
| | | | | | | 935 | 935 | 1870 | 90 | 90 | 180 | 70 | 60 | 130 | 110 | 110 | 220 |
| Pass-By Trip Reduction - 25% Weekday, 40% AM & PM, 25% SAT | | | | | | 235 | 235 | 470 | 35 | 35 | 70 | 25 | 25 | 50 | 30 | 30 | 60 |
| 6 | Services | Coffee Shop | 937 | 4,000 | SF | 50% | 50% | ITE Rate | 51% | 49% | ITE Rate | 50% | 50% | ITE Rate | 50% | 50% | ITE Rate |
| | | | | | | 1065 | 1065 | 2130 | 175 | 170 | 345 | 80 | 75 | 155 | 175 | 175 | 350 |
| Pass-By Trip Reduction - 25% Weekday, 50% AM & PM, 25% SAT | | | | | | 265 | 265 | 530 | 85 | 85 | 170 | 40 | 40 | 80 | 45 | 45 | 90 |
| Sub Totals (without pass-by and linked trip reduction) | | | | | | 4670 | 4670 | 9340 | 435 | 495 | 930 | 410 | 320 | 730 | 560 | 545 | 1105 |
| Total Linked Trips | | | | | | 130 | 130 | 260 | 5 | 10 | 15 | 15 | 5 | 20 | 10 | 10 | 20 |
| Total Pass-By Trip Reduction | | | | | | 800 | 800 | 1600 | 160 | 160 | 320 | 100 | 100 | 200 | 115 | 115 | 230 |
| Total New Vehicle Trips | | | | | | 3740 | 3740 | 7480 | 270 | 325 | 595 | 295 | 215 | 510 | 435 | 420 | 855 |



NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



45%

76th St

25%

Rawson Ave

20%

Drwy #5 *

Drwy #6
(McDonald's Access)

Drwy #7
(AF Dental Access)

Drwy #1
(Chase Bank Access)

Drwy #2
(Walgreens Access)

Drwy #3
(North ACE
Hardware Access)

Drwy #4
(South ACE
Hardware Access)

EXISTING/PROPOSED
SITE

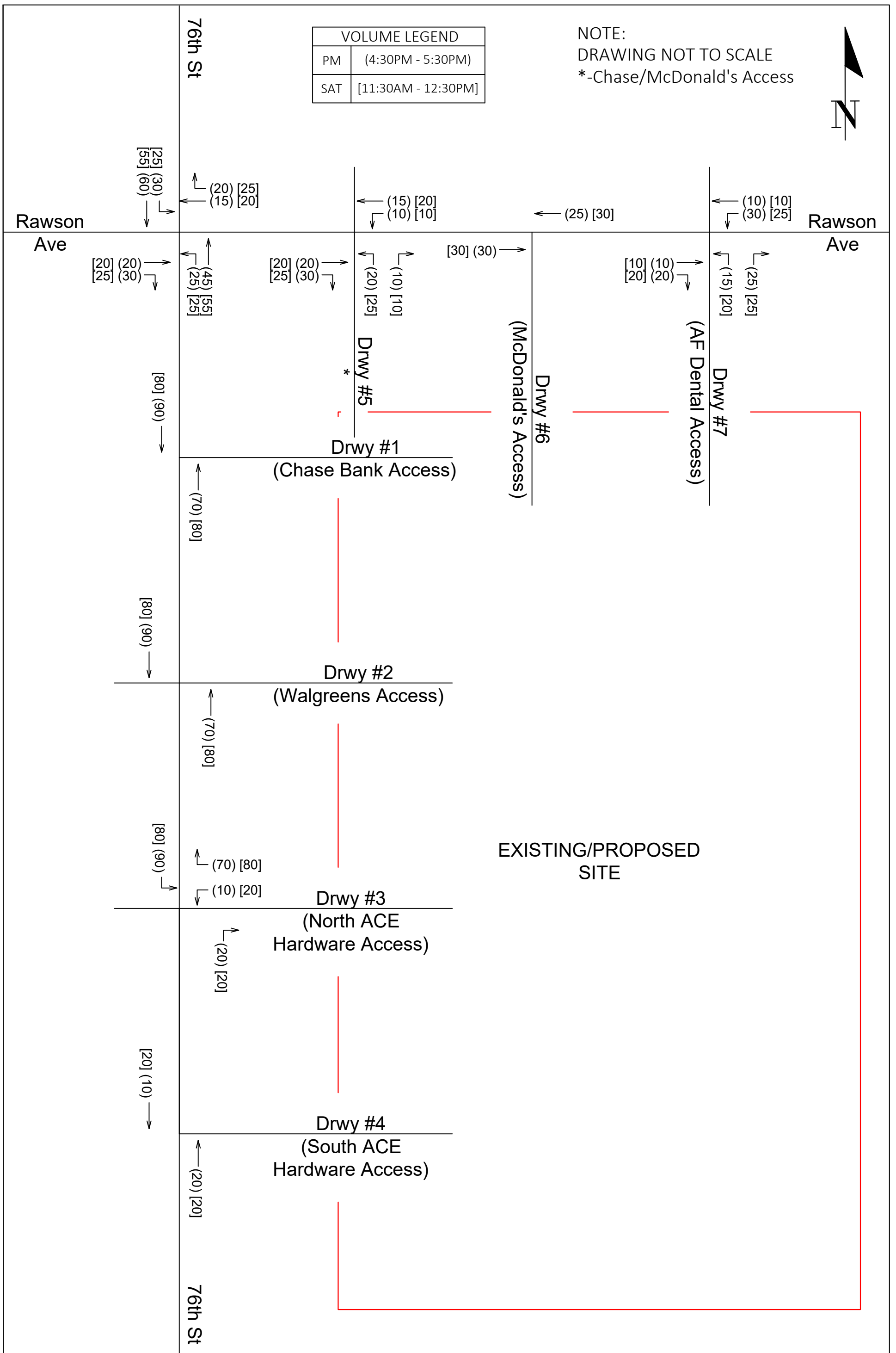
10%

76th St



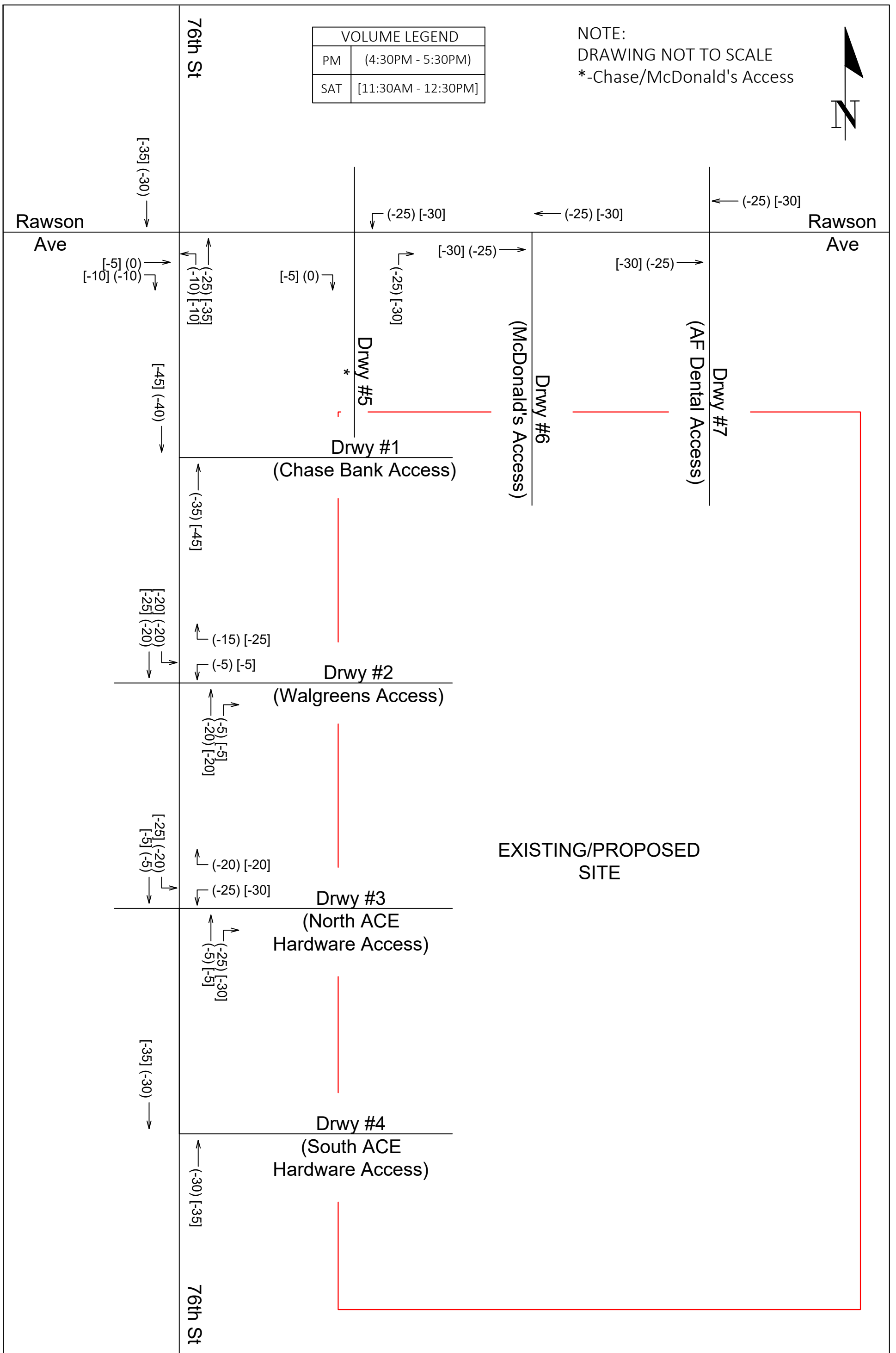
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



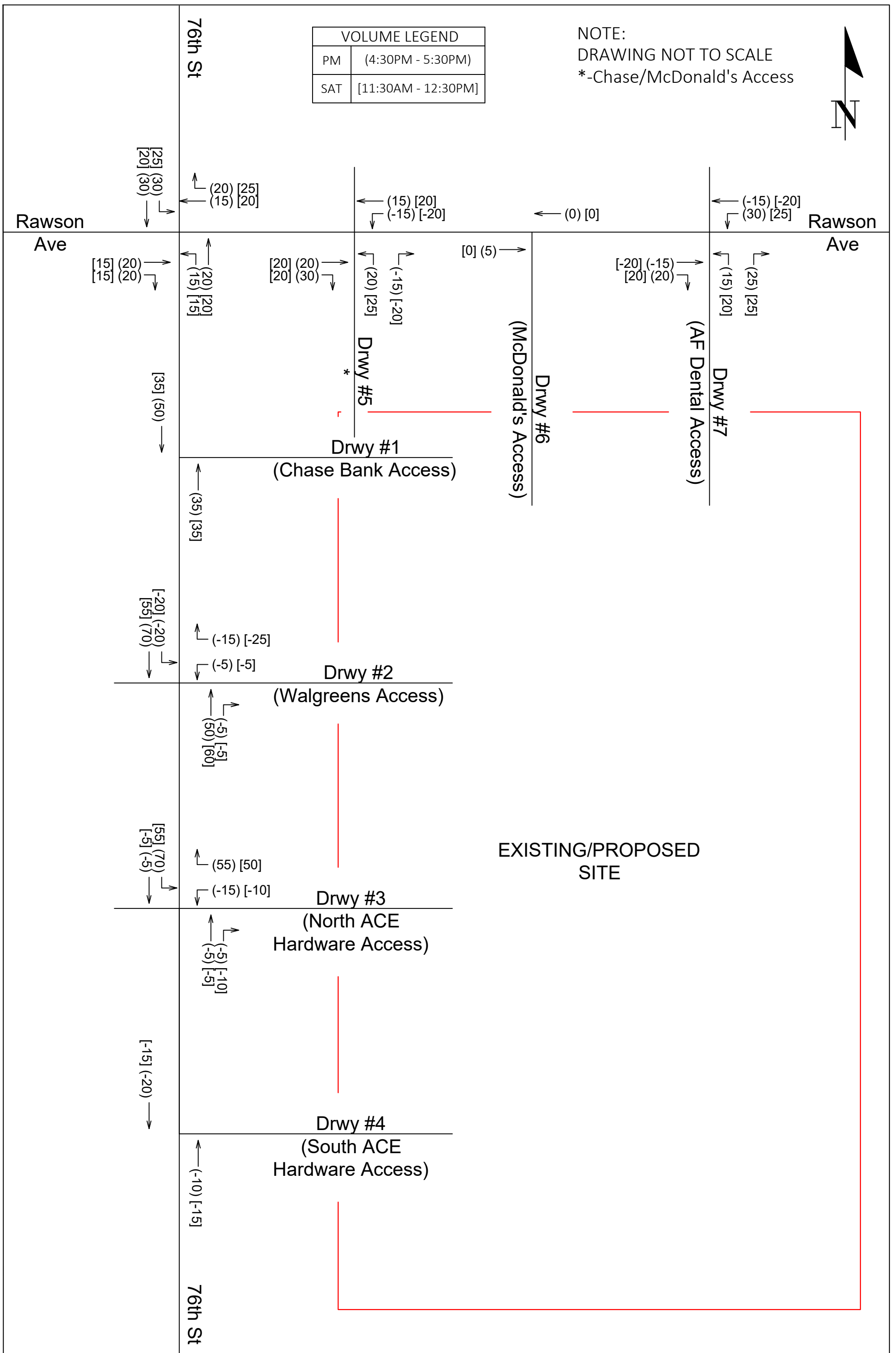
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



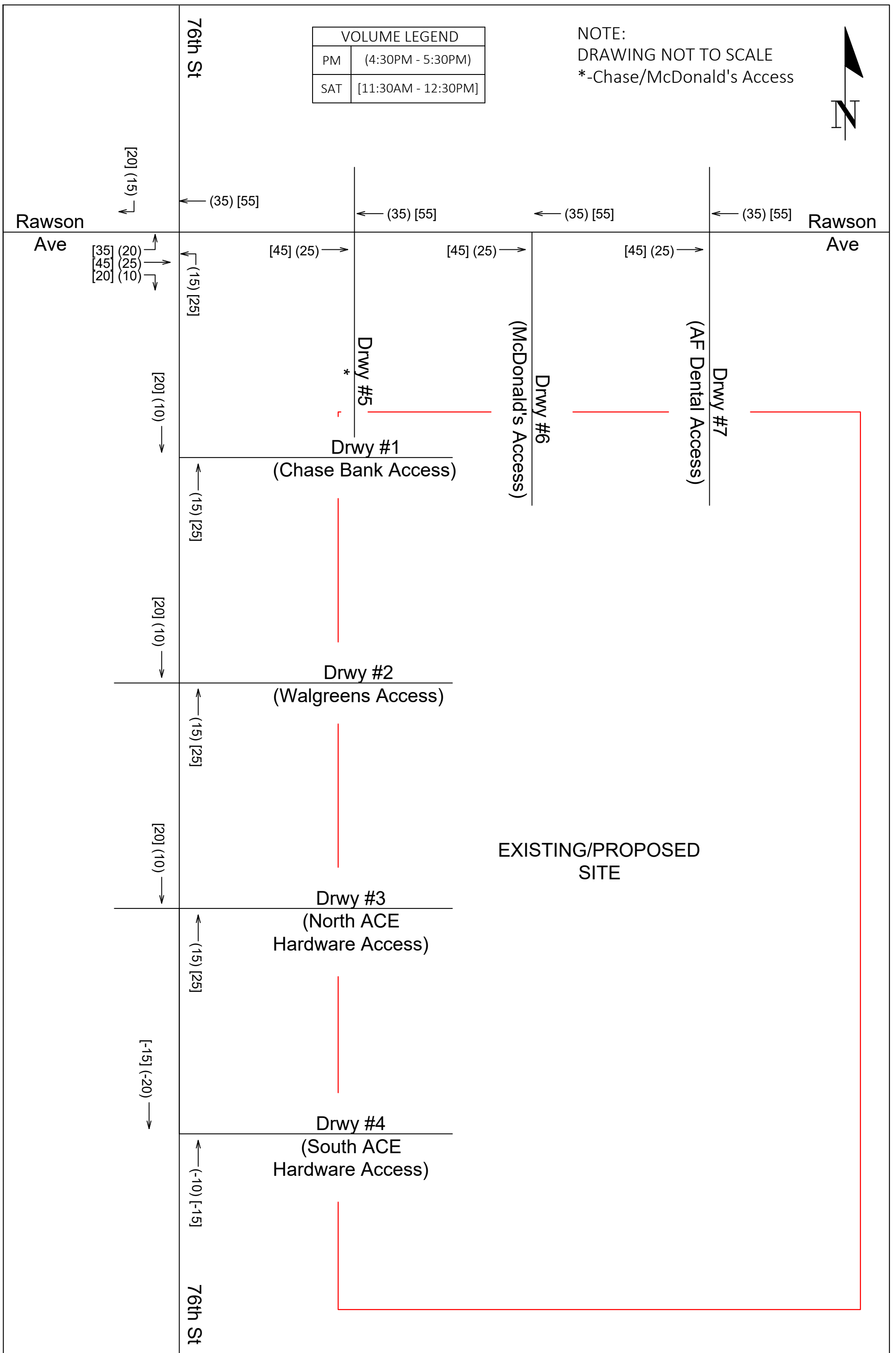
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



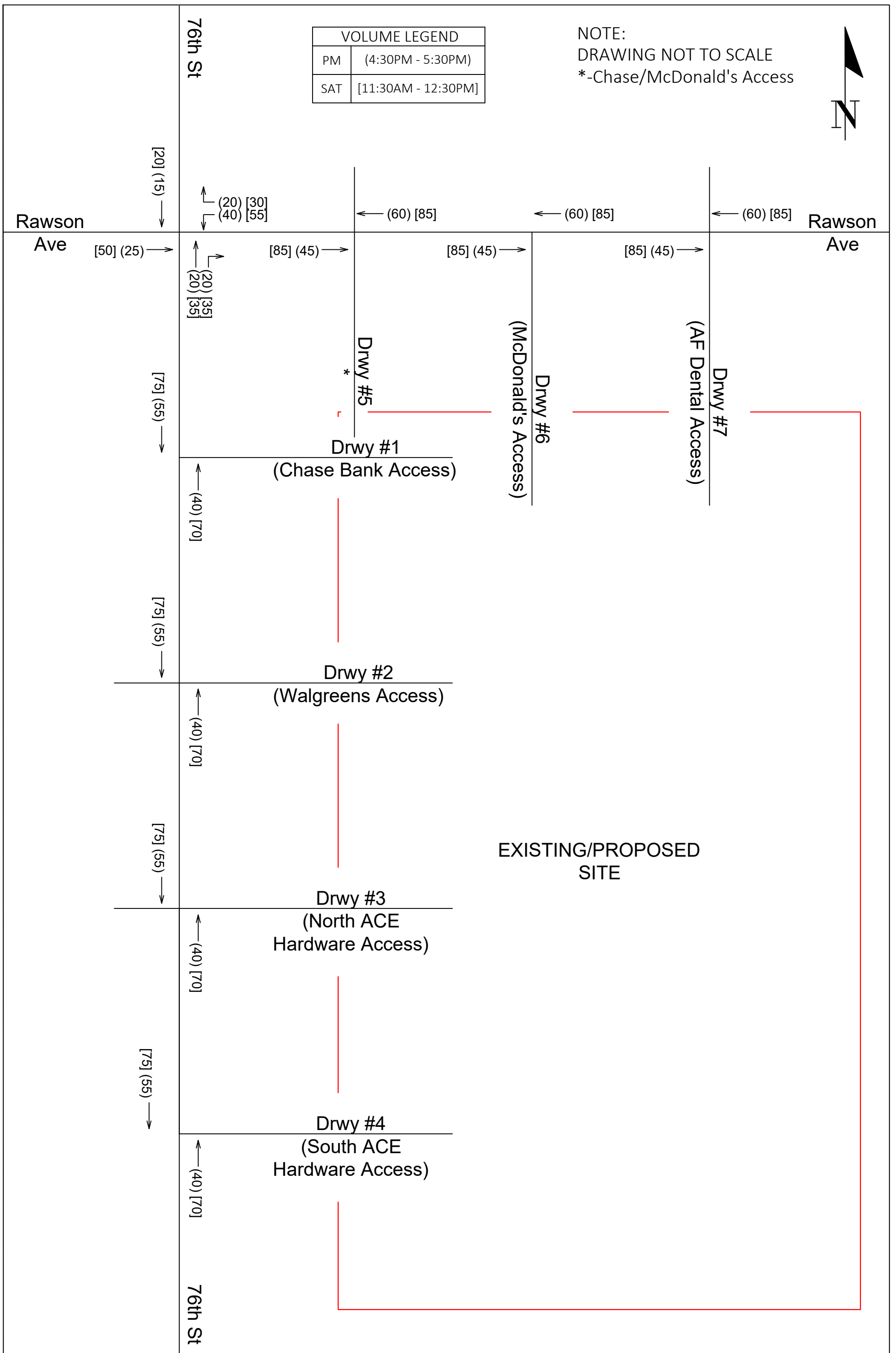
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



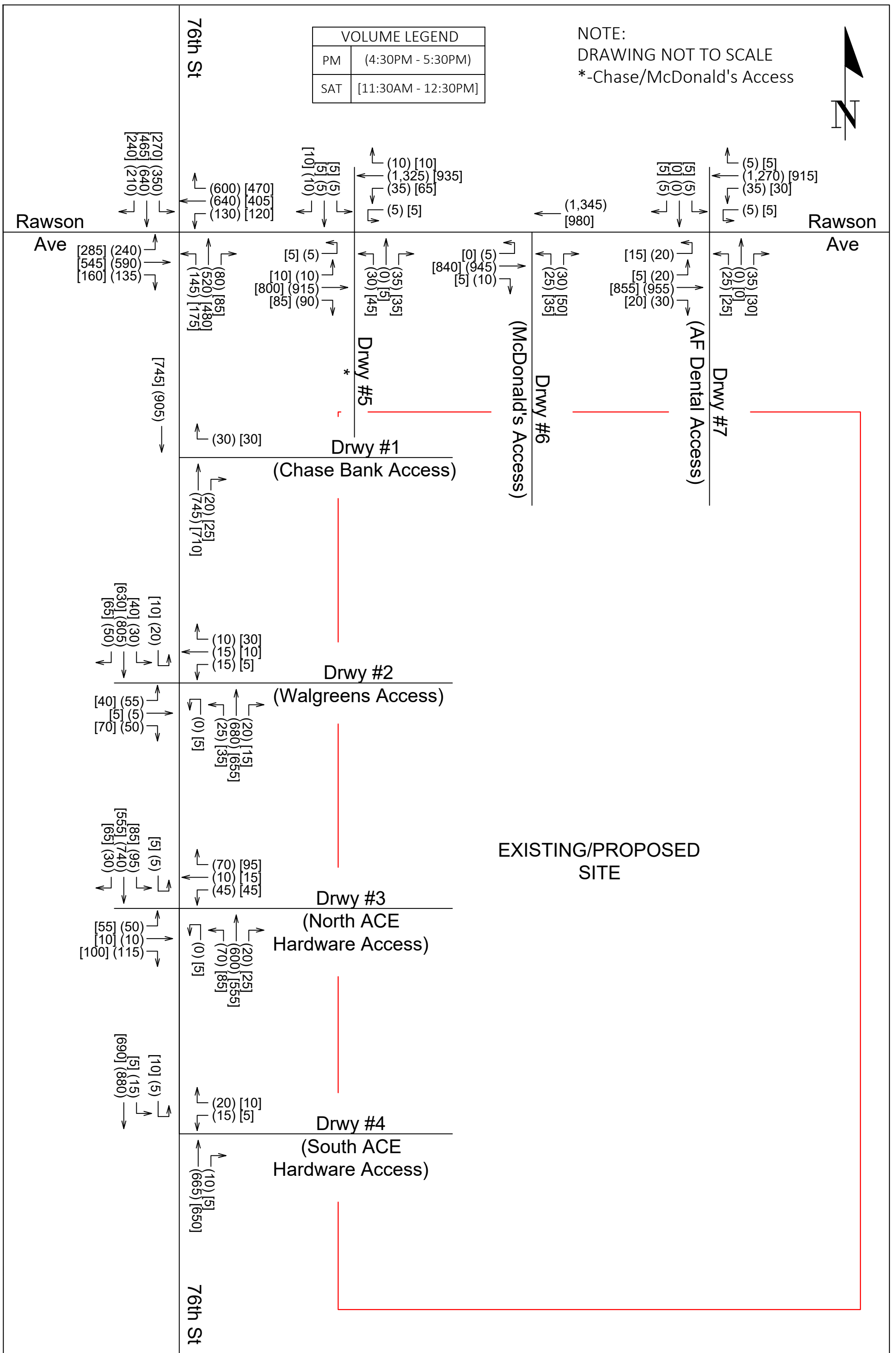
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



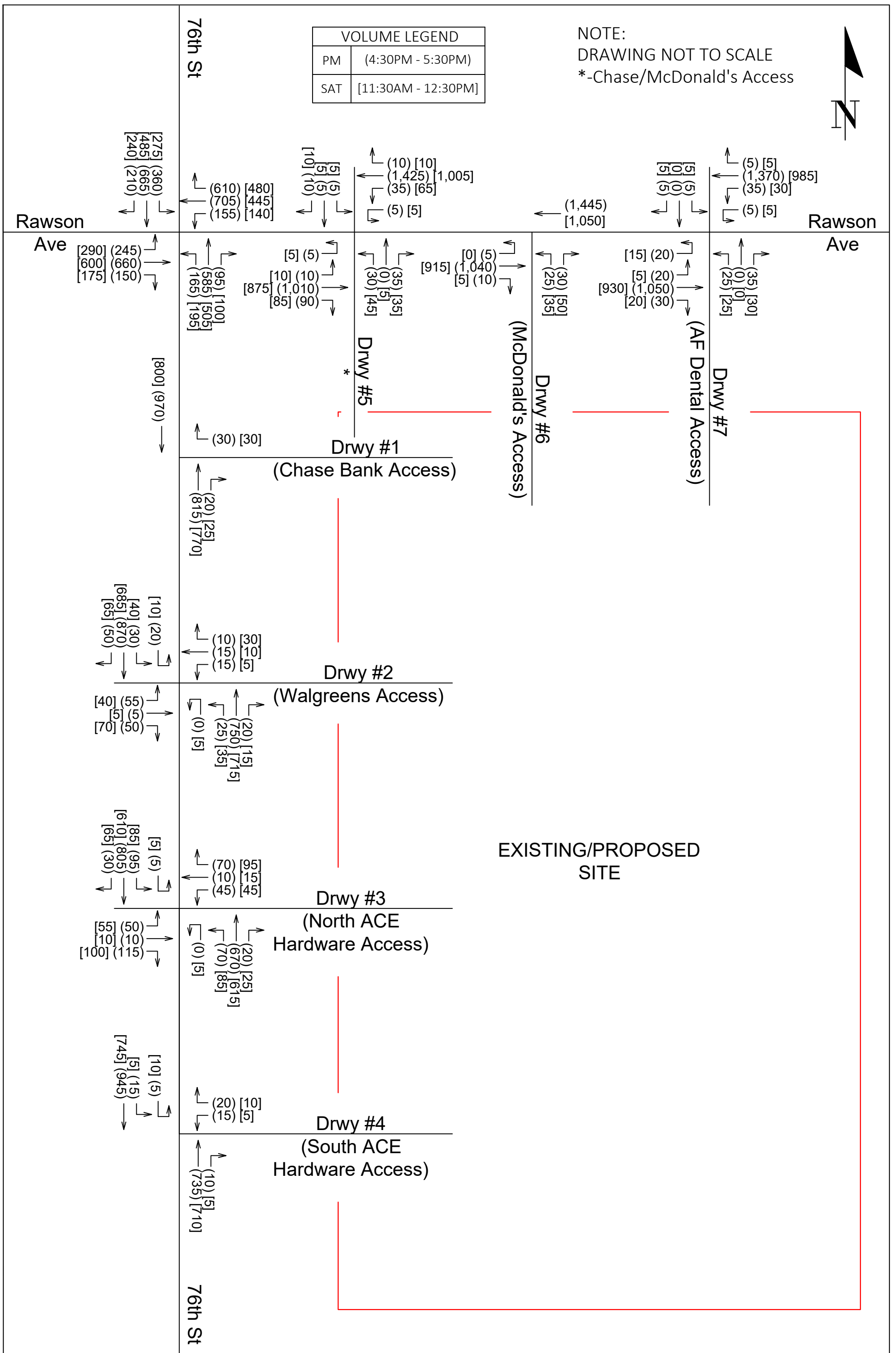
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access

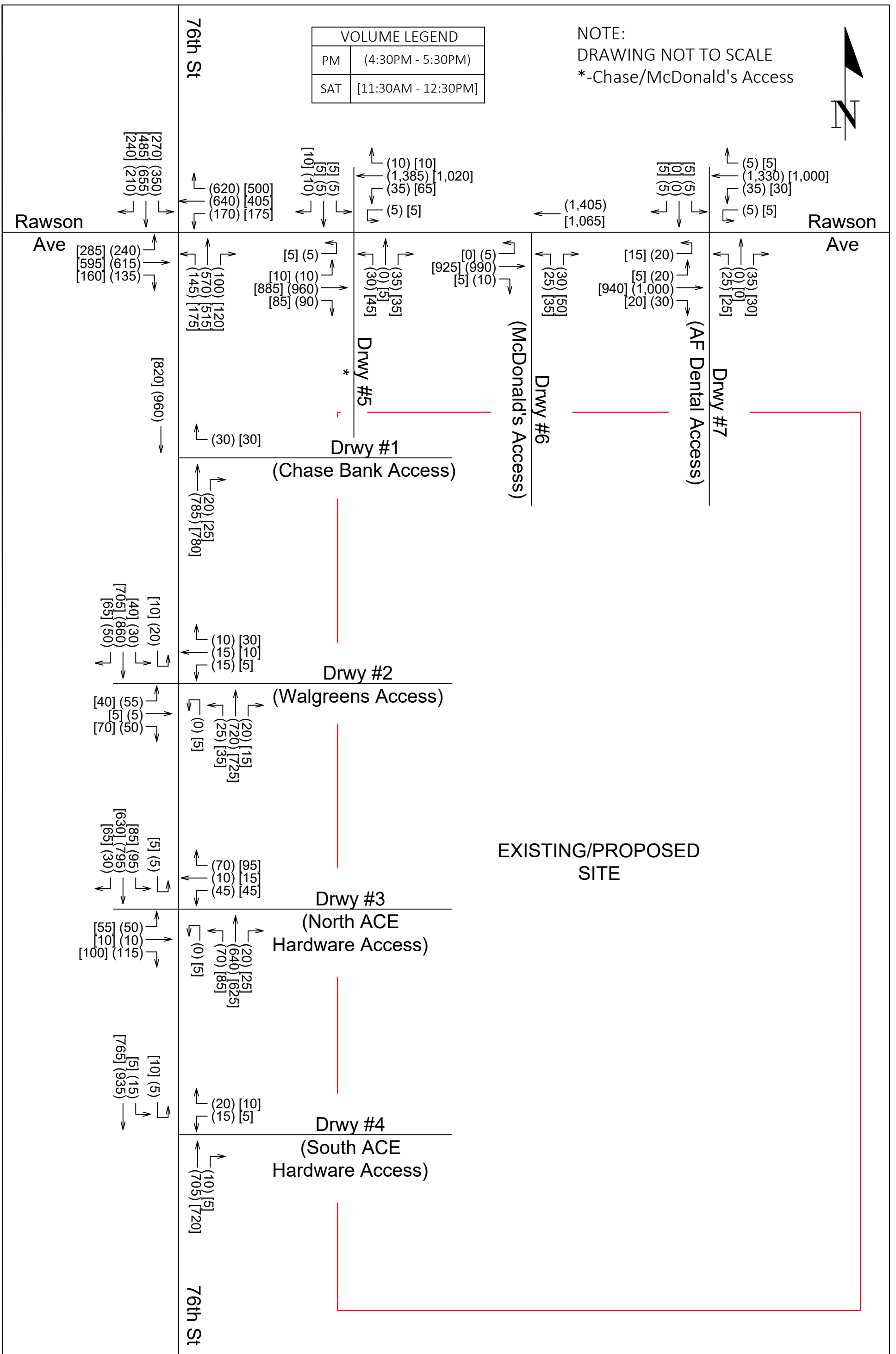


EXISTING/PROPOSED
SITE



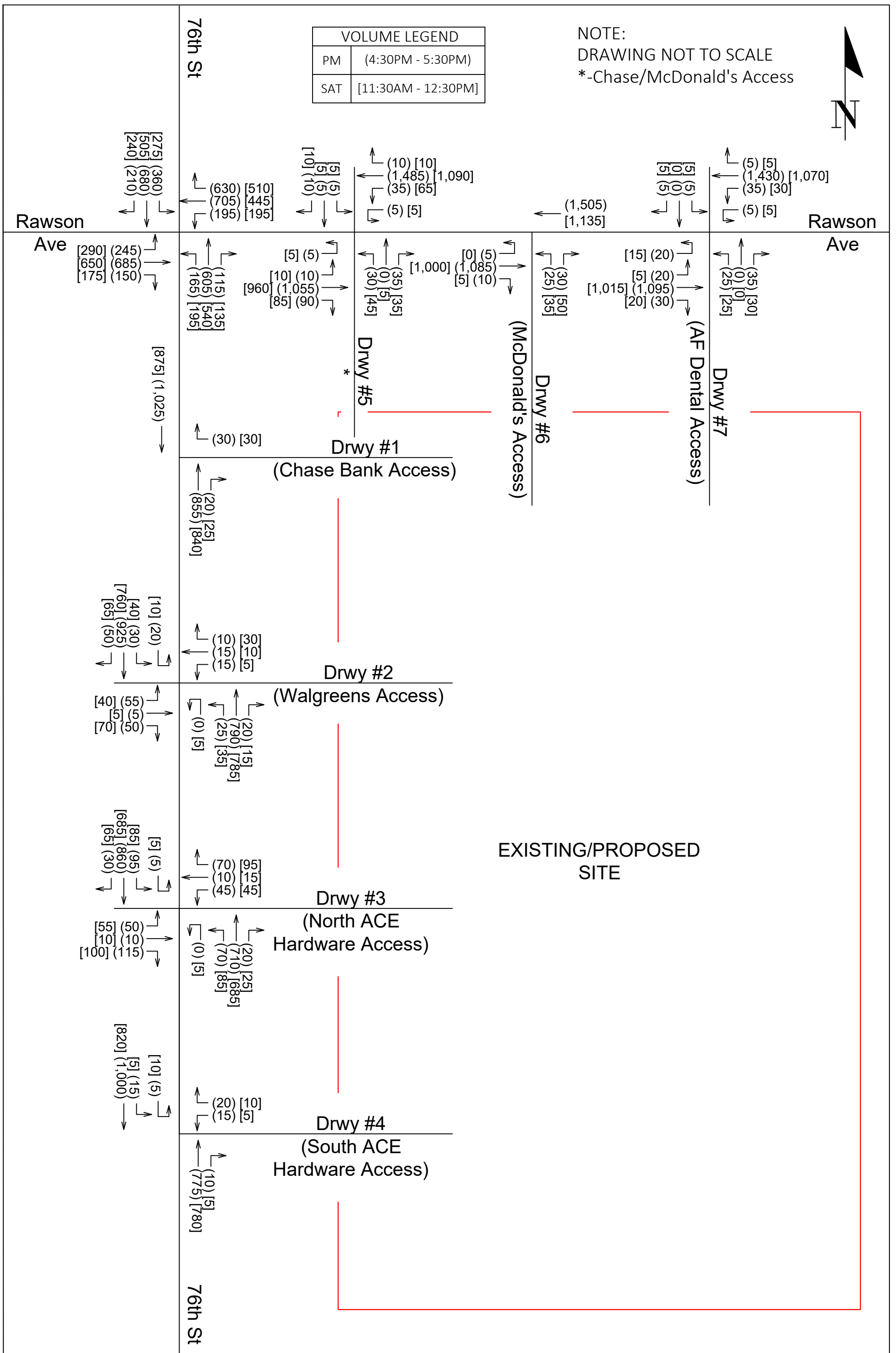
| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



| VOLUME LEGEND | |
|---------------|---------------------|
| PM | (4:30PM - 5:30PM) |
| SAT | [11:30AM - 12:30PM] |

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access



Chapter 5: Traffic and Improvement Analysis

Part A: Site Access

Primary access to the site is proposed at the following three existing driveways:

- S. 76th Street & Driveway 3 (North Ace Hardware Access)
- W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)
- W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

There are four other driveways that could also theoretically be used to access the proposed site, due to the internal roadways available. However, these driveways would likely be less efficient to use leading to a lower utilization rate than the three primary access points.

Part B: Capacity/Level of Service Analysis

The No Improvements analyses were conducted assuming the existing intersection control types, geometrics and signal timing would remain as it currently does today. The No Improvements analyses were conducted for 2039 horizon year background traffic, 2024 base year build traffic, 2024 base year total traffic, 2039 horizon year build traffic, and 2039 horizon year total traffic.

Weekday PM and Saturday peak hour traffic operations at the study intersections are summarized in **Exhibit 5-1** through **Exhibit 5-5**. As shown in these exhibits, all peak hour traffic movements at the study intersections are expected to operate at LOS 'D' or better with the following exceptions:

S. 76th Street & W. Rawson Avenue

Under 2039 horizon year background traffic, the exclusive southbound left-turn lane is expected to continue to operate at LOS 'F', during the weekday PM peak hour.

Under 2024 base year build traffic, the exclusive southbound left-turn lane is expected to operate at LOS 'F', during the weekday PM peak hour. This movement is expected to continue to operate at LOS 'F' during the weekday PM peak hour of the 2024 base year total traffic, the 2039 horizon year build traffic, and the 2039 horizon year total traffic.

Addressing this LOS is expected to require minor signal timing adjustments.

S. 76th Street & Driveway 3 (North ACE Hardware Access)

Under 2039 horizon year background traffic, the exclusive westbound left-turn lane is expected to worsen, operating at LOS 'E', during the Saturday peak hour.

Under 2024 base year build traffic, the exclusive westbound and eastbound left-turn lanes are expected to operate at LOS 'E', during the Saturday peak hour. The movements are expected to continue to operate at LOS 'E', during the Saturday peak hour of the 2024 base year total traffic, the 2039 horizon year build traffic. The movements are expected to worsen to a LOS 'F', during the Saturday peak hour of the 2039 horizon year total traffic.

Addressing this LOS is expected to require the installation of a traffic signal at this intersection. However, it should be noted that there is also excess capacity at existing driveways to the north and south of this intersection that could serve as alternative route options. If side traffic vehicles utilized these other driveways, reducing westbound and eastbound volumes at this intersection, expected operations would likely improve without the installation of a traffic signal.

W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)

Under 2039 horizon year background traffic, the shared northbound left-turn/through lane is expected to continue to operate at LOS 'E', during the Saturday PM peak hour.

Under 2024 base year build traffic, the shared northbound left-turn/through lane is expected to operate at LOS 'E' during the Saturday PM peak hour. This movement is expected to continue to operate at LOS 'E' during the Saturday PM peak hour of the 2039 horizon year build traffic.

Under 2039 horizon year total traffic, the shared southbound left-turn/through/right-turn lane is expected to operate at LOS 'E' during the weekday PM peak hour, in addition to the northbound left-turn/through lane operation at LOS 'E' during the Saturday PM peak hour as described in the build traffic scenario.

Addressing this LOS is expected to require intersection control modifications; however, considering the proximity of this intersection to the S. 76th Street and W. Rawson Avenue intersection, implementing a different intersection control type is not a feasible alternative. Therefore, an alternative for improving the driveway operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection.

W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

Under 2039 horizon year total traffic, the shared southbound left-turn/through/right-turn lane is expected to operate at LOS 'E' during the weekday PM peak hour.

Addressing this LOS is expected to require intersection modifications; however, the intersection is not expected to meet traffic signal warrants and additional turn lanes on the north leg of the intersection are not expected to address this operational issue. Access restrictions, such as a right-in/right-out only operation would likely address the operational concern. Given that the north leg serves as a private driveway and not a public road, no intersection improvements are recommended at this location as part of this study.

Based on the results of the No Improvements analyses, recommended improvements were identified. The "With Improvements" analyses were conducted based on these recommended improvements, which are discussed in Chapter 6. The With Improvements analyses were conducted for 2024 base year background traffic, 2039 horizon year background traffic, 2024 base year build traffic, 2039 horizon year build traffic, 2024 base year total traffic, and 2039 horizon year total traffic.

Weekday PM and Saturday peak hour traffic operations at the study intersections with improvements are summarized in **Exhibit 5-6** through **Exhibit 5-11**. As shown in these exhibits, all peak hour traffic movements at the study intersections under the improved conditions are expected to operate at LOS 'D' or better except for the northbound and southbound approaches at the W. Rawson Avenue and Driveway 5 (Chase Bank/McDonald's Access) intersection and the southbound approach at the W. Rawson Avenue and Driveway 7 (Anderson Family Dental Access) intersection. As noted previously an alternative for improving the Driveway 5 operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection. In addition, implementing a different intersection control type at Driveway 7 may not be feasible and it is suggested that Milwaukee County observe and monitor conditions at this location to determine if access changes are necessary.

Part C: Queueing Analysis

To estimate appropriate turn lane storage lengths at the study area intersections, a queueing analysis was conducted. Weekday PM and Saturday peak hour 95th percentile queues at the study intersections are summarized in **Exhibit 5-12** through **Exhibit 5-17**. As shown in these exhibits, all peak hour 95th percentile queues for the exclusive turn lanes at the study intersections under improved conditions are expected to be contained within the existing storage lengths with the following exceptions:

S. 76th Street & W. Rawson Avenue

Under 2024 base year background traffic, the westbound left-turn lane is expected to experience a 95th percentile queue of 100 feet and 75 feet, during the weekday PM and Saturday peak hours, respectively. The existing storage length is 50 feet. This movement is also expected to experience a 95th percentile queue length larger than the existing storage length under the 2039 horizon year background traffic, the 2024 base year build traffic, the 2039 horizon year build traffic, the 2024 base year total traffic, and the 2039 horizon year total traffic.

Addressing the westbound left-turn 95th percentile queue is expected to require an increase in the turn bay storage length. Increasing the storage length would require the removal of the westbound turn lane upstream along W. Rawson Avenue at Driveway 5 (Chase/McDonald's Access) and would impact the access to the parcels at the southeast and northeast corners of S. 76th Street and W. Rawson Avenue. Signal timing modifications alone are not expected to reduce the westbound left-turn lane 95th percentile queue to below the existing storage length, without adversely affecting other movements. Given this impact, it is suggested that Milwaukee County observe the field conditions and monitor safety to determine if access management changes are necessary.

Under 2039 horizon year background traffic, the southbound left-turn lane is expected to experience a 95th percentile queue of 325 feet during the Weekday PM peak hour. The existing storage length is 300 feet.

Addressing the southbound left-turn 95th percentile queue is expected to require signal timing modifications.

Part D: Multimodal Considerations

Trails and sidewalks are planned within the proposed Poths General Development site plan. It is recommended that these be constructed to provide connectivity within the development, as well as to the street sidewalk network so that connectivity is provided along S. 76th Street and W. Rawson Avenue to residential uses to the south and east.

Part F: Traffic Control Needs

It is recommended that a traffic signal installation be considered at the S. 76th Street intersection with Driveway 3 (North ACE Hardware Access) to accommodate 2024 base year build traffic volumes. Without the construction of the development, a traffic signal is also expected to be necessary to accommodate the 2039 horizon year background traffic volumes.

Part G: Traffic Signal Warrant Analysis

Traffic signal warrants were investigated for the intersection at S. 76th Street and Driveway 3 (North ACE Hardware Access), as a traffic signal installation was identified as a potential solution for unacceptable operation levels. The traffic signal warrant worksheets are included in **Appendix H**.

S. 76th Street and Driveway 3 (North ACE Hardware Access)

The intersection at S. 76th Street and Driveway 3 (North ACE Hardware Access) is expected to operate at an unacceptable LOS under the 2024 base year build traffic and merits the consideration of traffic signal installation. S. 76th Street was analyzed as a major street with two or more lanes on each approach. Driveway 3 was analyzed as the minor street approach with one lane. Right-turn movements were included at 100% for the minor-street approach. The posted speed limit is 40 mph along S. 76th Street and assumed to be 25 mph along Driveway 3.

The warrant analysis was based on 7 hours of the raw traffic counts gathered in 2023. Development traffic, as well as off-site traffic associated with the off-site Ballpark Commons Development were not included.

Based on the warrant analysis, Warrant 2, Four-Hour Vehicular Volume is expected to be met at the intersection at S. 76th and Driveway 3. With additional background traffic data, there is a potential that Warrant 1, Eight-Hour Vehicular Volume, may be met as well. New development traffic will also further support the warrants being met.

Therefore, a traffic signal is warranted under existing volumes, and is expected to continue to be warranted under the 2024 base year build volumes, as well as the 2039 horizon year background and build Volumes.

Under signal control, it is recommended that the eastbound and westbound driveway approaches be configured with one exclusive left-turn lane and one shared through/right-turn lane, based on the expected turning movement volumes. The configuration of the northbound and southbound approaches is expected to be sufficient and may remain as they currently exist today.

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS | |
|--|-----------------|-----------------|--------------|--|------|-----------|-----------|------|---------|------------|------|---------|------------|------|-------|--------------------------|---|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 2 1 | | | 1 2 1 | | | 1 2 1 | | | 1 3 | | | - | | |
| | | | Storage (ft) | | | 250 - 230 | | | 50 - - | | | 140 - - | | | 300 - | | |
| | | Weekday PM | LOS | C | C | B | B | C | C | C | C | C | C | F | C | D | C |
| | | | Delay (sec) | 25.1 | 23.2 | 19.0 | 17.6 | 26.0 | 21.6 | 23.9 | 32.0 | 25.9 | 101.2 | 32.2 | 35.8 | | |
| | | | v/c | 0.72 | 0.53 | 0.15 | 0.43 | 0.61 | 0.56 | 0.53 | 0.69 | 0.16 | 1.08 | 0.71 | 0.72 | | |
| | | | Queue (ft) | #250 | #250 | 75 | 100 | #300 | 250 | 100 | 200 | 50 | #275 | 200 | | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | C | C | B | C | C | C | |
| | | | Delay (sec) | 26.1 | 22.8 | 19.8 | 18.6 | 23.4 | 18.2 | 17.3 | 23.4 | 20.1 | 19.1 | 22.2 | 24.6 | | |
| | | | v/c | 0.75 | 0.67 | 0.25 | 0.43 | 0.56 | 0.54 | 0.49 | 0.58 | 0.17 | 0.62 | 0.55 | 0.61 | | |
| Queue (ft) | #200 | | 200 | 100 | 100 | 150 | 175 | 125 | 175 | 75 | #150 | 175 | | | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 1 | | | 1 1 | | | 1 3 | | | 1 3 | | | - | | |
| | | | Storage (ft) | | | - | | | - | | | 50 - | | | 115 - | | |
| | | Weekday PM | LOS | C | B | D | C | A | N/A | B | N/A | B | N/A | N/A | N/A | | |
| | | | Delay (sec) | 19.3 | 12.3 | 33.3 | 16.0 | 9.9 | N/A | 12.5 | N/A | | | | | | |
| | | | v/c | 0.18 | 0.22 | 0.34 | 0.09 | 0.10 | N/A | 0.06 | N/A | | | | | | |
| | | | Queue (ft) | 25 | 25 | 50 | 25 | 25 | N/A | 25 | N/A | | | | | | |
| | | Saturday Peak | LOS | D | C | E | C | B | N/A | B | N/A | N/A | N/A | | | | |
| | | | Delay (sec) | 32.7 | 15.5 | 37.9 | 18.1 | 13.2 | N/A | 12.0 | N/A | | | | | | |
| | | | v/c | 0.31 | 0.25 | 0.35 | 0.16 | 0.18 | N/A | 0.07 | N/A | | | | | | |
| Queue (ft) | 50 | | 25 | 50 | 25 | 25 | N/A | 25 | N/A | | | | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 2 1 | | | 1 2 1 | | | 1 1 | | | 1 | | | - | | |
| | | | Storage (ft) | | | 50 - - | | | 125 - - | | | - | | | - | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | D | B | D | N/A | | | | | | |
| | | | Delay (sec) | 13.8 | N/A | 8.8 | N/A | 26.0 | 10.9 | 34.4 | | | | | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.06 | 0.08 | 0.15 | | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | E | B | D | N/A | | | | | | |
| | | | Delay (sec) | 11.1 | N/A | 11.5 | N/A | 40.4 | 12.8 | 30.3 | | | | | | | |
| | | | v/c | 0.03 | N/A | 0.16 | N/A | 0.22 | 0.12 | 0.14 | | | | | | | |
| Queue (ft) | 25 | | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 2 1 | | | 1 2 1 | | | 1 | | | 1 | | | - | | |
| | | | Storage (ft) | | | 110 - | | | 115 - | | | - | | | - | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | D | N/A | | | | | | | |
| | | | Delay (sec) | 14.1 | N/A | 8.9 | N/A | 17.6 | 31.6 | | | | | | | | |
| | | | v/c | 0.10 | N/A | 0.01 | N/A | 0.07 | 0.07 | | | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | C | C | N/A | | | | | | | |
| | | | Delay (sec) | 11.0 | N/A | 10.6 | N/A | 20.9 | 21.6 | | | | | | | | |
| | | | v/c | 0.04 | N/A | 0.02 | N/A | 0.05 | 0.05 | | | | | | | | |
| Queue (ft) | 25 | | N/A | 25 | N/A | 25 | 25 | | | | | | | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-1: 2039 HORIZON YEAR
BACKGROUND VOLUMES
CAPACITY/LOS ANALYSIS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | C | C | C | C | F | C | D | C |
| | | | Delay (sec) | 22.2 | 21.6 | 18.3 | 17.3 | 25.0 | 21.7 | 24.0 | 31.0 | 25.8 | 106.2 | 32.2 | 35.9 | |
| | | | v/c | 0.68 | 0.47 | 0.15 | 0.35 | 0.56 | 0.57 | 0.52 | 0.64 | 0.14 | 1.09 | 0.71 | 0.72 | |
| | | Saturday Peak | Queue (ft) | #225 | 225 | 100 | 100 | #250 | 275 | 100 | 175 | 50 | #300 | 200 | C | |
| | | | LOS | C | C | B | B | C | B | B | C | C | C | C | | C |
| | | | Delay (sec) | 24.0 | 21.8 | 19.3 | 18.0 | 23.0 | 18.3 | 17.5 | 23.5 | 20.1 | 20.8 | 22.3 | | 24.7 |
| | | Saturday Peak | v/c | 0.72 | 0.60 | 0.24 | 0.36 | 0.52 | 0.55 | 0.48 | 0.58 | 0.14 | 0.67 | 0.55 | 0.61 | C |
| Queue (ft) | #200 | | 200 | 100 | 75 | 150 | 175 | 100 | 175 | 50 | #175 | 175 | | | | |
| Queue (ft) | #200 | | 200 | 100 | 75 | 150 | 175 | 100 | 175 | 50 | #175 | 175 | | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | |
| | | | Storage (ft) | - | - | - | - | - | - | 50 | - | - | 115 | - | - | |
| | | Weekday PM | LOS | C | B | B | D | B | B | A | N/A | B | N/A | N/A | | |
| | | | Delay (sec) | 24.5 | 12.7 | 12.7 | 26.5 | 14.6 | 14.6 | 9.4 | N/A | 13.0 | N/A | | | |
| | | | v/c | 0.23 | 0.23 | 0.23 | 0.23 | 0.19 | 0.19 | 0.09 | N/A | 0.19 | N/A | | | |
| | | Saturday Peak | Queue (ft) | 25 | 25 | 25 | 25 | 25 | 25 | 25 | N/A | 25 | N/A | N/A | | |
| | | | LOS | E | C | C | E | C | C | B | N/A | B | N/A | | | |
| | | | Delay (sec) | 40.4 | 15.4 | 15.4 | 35.9 | 16.7 | 16.7 | 12.5 | N/A | 12.1 | N/A | | | |
| | | Saturday Peak | v/c | 0.37 | 0.25 | 0.25 | 0.29 | 0.27 | 0.27 | 0.17 | N/A | 0.16 | N/A | N/A | | |
| Queue (ft) | 50 | | 25 | 25 | 50 | 50 | 50 | 25 | N/A | 25 | N/A | | | | | |
| Queue (ft) | 50 | | 25 | 25 | 50 | 50 | 50 | 25 | N/A | 25 | N/A | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | - | | |
| | | Weekday PM | LOS | B | N/A | N/A | A | N/A | N/A | D | B | D | N/A | | | |
| | | | Delay (sec) | 13.1 | N/A | N/A | 8.8 | N/A | N/A | 25.0 | 10.4 | 29.6 | | | | |
| | | | v/c | 0.04 | N/A | N/A | 0.04 | N/A | N/A | 0.15 | 0.05 | 0.13 | | | | |
| | | Saturday Peak | Queue (ft) | 25 | N/A | N/A | 25 | N/A | N/A | 25 | 25 | 25 | N/A | | | |
| | | | LOS | B | N/A | N/A | B | N/A | N/A | E | B | D | | | | |
| | | | Delay (sec) | 10.8 | N/A | N/A | 11.0 | N/A | N/A | 41.7 | 12.1 | 25.9 | | | | |
| | | Saturday Peak | v/c | 0.03 | N/A | N/A | 0.12 | N/A | N/A | 0.37 | 0.07 | 0.12 | N/A | | | |
| Queue (ft) | 25 | | N/A | N/A | 25 | N/A | N/A | 50 | 25 | 25 | | | | | | |
| Queue (ft) | 25 | | N/A | N/A | 25 | N/A | N/A | 50 | 25 | 25 | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 110 | - | - | 115 | - | - | - | - | - | - | - | | |
| | | Weekday PM | LOS | B | N/A | N/A | A | N/A | N/A | C | B | D | N/A | | | |
| | | | Delay (sec) | 13.1 | N/A | N/A | 8.7 | N/A | N/A | 18.0 | 18.0 | 29.1 | | | | |
| | | | v/c | 0.09 | N/A | N/A | 0.04 | N/A | N/A | 0.19 | 0.19 | 0.07 | | | | |
| | | Saturday Peak | Queue (ft) | 25 | N/A | N/A | 25 | N/A | N/A | 25 | 25 | 25 | N/A | | | |
| | | | LOS | B | N/A | N/A | B | N/A | N/A | C | B | C | | | | |
| | | | Delay (sec) | 10.5 | N/A | N/A | 10.4 | N/A | N/A | 22.0 | 22.0 | 20.8 | | | | |
| | | Saturday Peak | v/c | 0.03 | N/A | N/A | 0.06 | N/A | N/A | 0.22 | 0.22 | 0.05 | N/A | | | |
| Queue (ft) | 25 | | N/A | N/A | 25 | N/A | N/A | 25 | 25 | 25 | | | | | | |
| Queue (ft) | 25 | | N/A | N/A | 25 | N/A | N/A | 25 | 25 | 25 | | | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-2: 2024 BASE YEAR
BUILD VOLUMES
CAPACITY/LOS ANALYSIS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | C | C | C | C | F | C | D | D |
| | | | Delay (sec) | 27.5 | 24.4 | 20.0 | 18.4 | 27.3 | 23.1 | 23.6 | 31.3 | 25.2 | 129.2 | 32.3 | 36.1 | |
| | | | v/c | 0.75 | 0.57 | 0.18 | 0.45 | 0.64 | 0.59 | 0.57 | 0.69 | 0.15 | 1.16 | 0.72 | 0.73 | |
| | | | Queue (ft) | #250 | #275 | 100 | 100 | #300 | 275 | 100 | 200 | 50 | #325 | 200 | | |
| | | Saturday Peak | LOS | C | C | C | B | C | B | B | C | C | C | C | C | C |
| | | | Delay (sec) | 28.0 | 23.2 | 20.2 | 18.8 | 23.7 | 18.8 | 17.7 | 23.7 | 20.3 | 22.3 | 23.2 | 25.4 | |
| | | | v/c | 0.77 | 0.67 | 0.27 | 0.44 | 0.57 | 0.56 | 0.53 | 0.59 | 0.16 | 0.69 | 0.58 | 0.61 | |
| | | | Queue (ft) | #200 | 225 | 100 | 100 | 150 | 175 | 125 | 175 | 75 | #200 | 175 | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | | 1 | 1 | | 1 | 3 | | 1 | 3 | - | | |
| | | | Storage (ft) | - | - | | - | - | | 50 | - | | 115 | - | - | |
| | | Weekday PM | LOS | D | B | | D | C | | A | N/A | | B | N/A | N/A | |
| | | | Delay (sec) | 28.0 | 13.1 | | 30.6 | 15.6 | | 9.9 | N/A | | 13.8 | N/A | | |
| | | | v/c | 0.26 | 0.24 | | 0.26 | 0.21 | | 0.09 | N/A | | 0.21 | N/A | | |
| | | | Queue (ft) | 25 | 25 | | 25 | 25 | | 25 | N/A | | 25 | N/A | | |
| | | Saturday Peak | LOS | E | C | | E | C | | B | N/A | | B | N/A | N/A | |
| | | | Delay (sec) | 47.7 | 16.3 | | 41.4 | 17.9 | | 13.1 | N/A | | 12.7 | N/A | | |
| | | | v/c | 0.41 | 0.27 | | 0.33 | 0.29 | | 0.18 | N/A | | 0.17 | N/A | | |
| | | | Queue (ft) | 50 | 50 | | 50 | 50 | | 25 | N/A | | 25 | N/A | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | | 1 | | - | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | D | B | | D | | N/A | |
| | | | Delay (sec) | 13.9 | N/A | | 9.0 | N/A | | 27.8 | 10.7 | | 33.7 | | | |
| | | | v/c | 0.04 | N/A | | 0.05 | N/A | | 0.17 | 0.06 | | 0.15 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | 25 | | 25 | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | E | B | | D | | N/A | |
| | | | Delay (sec) | 11.2 | N/A | | 11.6 | N/A | | 49.6 | 12.6 | | 29.0 | | | |
| | | | v/c | 0.03 | N/A | | 0.13 | N/A | | 0.42 | 0.08 | | 0.13 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 50 | 25 | | 25 | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | | | 1 | | - | | |
| | | | Storage (ft) | 110 | - | | 115 | - | | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | C | | | D | | N/A | |
| | | | Delay (sec) | 14.0 | N/A | | 9.0 | N/A | | 19.4 | | | 33.5 | | | |
| | | | v/c | 0.10 | N/A | | 0.05 | N/A | | 0.21 | | | 0.08 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | C | | | C | | N/A | |
| | | | Delay (sec) | 10.9 | N/A | | 10.8 | N/A | | 24.3 | | | 22.6 | | | |
| | | | v/c | 0.04 | N/A | | 0.06 | N/A | | 0.25 | | | 0.05 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-3: 2039 HORIZON YEAR
BUILD VOLUMES
CAPACITY/LOS ANALYSIS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | C | C | C | C | F | C | D | D |
| | | | Delay (sec) | 22.9 | 23.4 | 19.5 | 17.5 | 25.2 | 22.3 | 24.0 | 32.1 | 26.0 | 125.2 | 32.2 | 36.0 | |
| | | | v/c | 0.69 | 0.52 | 0.16 | 0.46 | 0.57 | 0.59 | 0.53 | 0.70 | 0.17 | 1.15 | 0.72 | 0.73 | |
| | | | Queue (ft) | #225 | 250 | 100 | 125 | #250 | 275 | 100 | 200 | 75 | #300 | 200 | | |
| | | Saturday Peak | LOS | C | C | C | B | C | B | B | C | C | C | C | C | C |
| | | | Delay (sec) | 24.5 | 23.9 | 20.5 | 18.5 | 22.8 | 18.6 | 17.8 | 24.4 | 20.9 | 22.7 | 23.0 | 25.1 | |
| | | | v/c | 0.72 | 0.70 | 0.26 | 0.51 | 0.51 | 0.57 | 0.49 | 0.62 | 0.20 | 0.70 | 0.57 | 0.61 | |
| | | | Queue (ft) | #175 | 225 | 100 | 100 | 150 | 200 | 100 | 175 | 75 | #200 | 175 | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | |
| | | | Storage (ft) | - | - | - | - | - | - | 50 | - | - | 115 | - | - | |
| | | Weekday PM | LOS | D | B | D | C | A | N/A | B | N/A | N/A | | | | |
| | | | Delay (sec) | 27.0 | 13.0 | 28.9 | 15.3 | 9.8 | N/A | 13.5 | N/A | | | | | |
| | | | v/c | 0.25 | 0.23 | 0.25 | 0.20 | 0.09 | N/A | 0.20 | N/A | | | | | |
| | | | Queue (ft) | 25 | 25 | 25 | 25 | 25 | N/A | 25 | N/A | | | | | |
| | | Saturday Peak | LOS | E | C | E | C | B | N/A | B | N/A | N/A | | | | |
| | | | Delay (sec) | 49.8 | 16.7 | 42.9 | 18.3 | 13.3 | N/A | 12.8 | N/A | | | | | |
| | | | v/c | 0.43 | 0.27 | 0.34 | 0.30 | 0.18 | N/A | 0.17 | N/A | | | | | |
| | | | Queue (ft) | 50 | 50 | 50 | 50 | 25 | N/A | 25 | N/A | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | D | B | D | N/A | | | | | |
| | | | Delay (sec) | 13.6 | N/A | 9.0 | N/A | 26.9 | 10.4 | 32.0 | | | | | | |
| | | | v/c | 0.04 | N/A | 0.05 | N/A | 0.17 | 0.05 | 0.14 | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | F | B | D | N/A | | | | | |
| | | | Delay (sec) | 11.3 | N/A | 11.6 | N/A | 50.7 | 12.7 | 29.6 | | | | | | |
| | | | v/c | 0.03 | N/A | 0.13 | N/A | 0.43 | 0.08 | 0.14 | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 50 | 25 | 25 | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | - | | | | | |
| | | | Storage (ft) | 110 | - | - | 115 | - | - | - | - | - | | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | D | N/A | | | | | | |
| | | | Delay (sec) | 13.6 | N/A | 8.8 | N/A | 18.6 | 31.4 | | | | | | | |
| | | | v/c | 0.09 | N/A | 0.04 | N/A | 0.20 | 0.07 | | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | C | C | N/A | | | | | | |
| | | | Delay (sec) | 11.0 | N/A | 10.9 | N/A | 24.7 | 23.0 | | | | | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.25 | 0.05 | | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-4: 2024 BASE YEAR
TOTAL VOLUMES
CAPACITY/LOS ANALYSIS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | C | B | C | C | C | C | C | F | C | D | D |
| | | | Delay (sec) | 27.9 | 26.5 | 21.2 | 19.5 | 27.5 | 23.8 | 23.5 | 31.7 | 25.3 | 136.8 | 32.3 | 36.2 | |
| | | | v/c | 0.75 | 0.62 | 0.19 | 0.56 | 0.65 | 0.62 | 0.57 | 0.71 | 0.18 | 1.18 | 0.73 | 0.74 | |
| | | | Queue (ft) | #250 | #300 | 100 | #150 | #300 | 275 | 100 | 200 | 75 | #325 | 225 | | |
| | | Saturday Peak | LOS | C | C | C | C | C | B | B | C | C | C | C | C | C |
| | | | Delay (sec) | 28.2 | 26.2 | 21.6 | 20.3 | 23.4 | 19.0 | 18.6 | 24.9 | 21.4 | 25.7 | 24.4 | 26.5 | |
| | | | v/c | 0.77 | 0.76 | 0.28 | 0.58 | 0.53 | 0.57 | 0.54 | 0.63 | 0.22 | 0.73 | 0.60 | 0.62 | |
| | | | Queue (ft) | #200 | 225 | 100 | #125 | 150 | 200 | 125 | 200 | 75 | #200 | 175 | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | |
| | | | Storage (ft) | - | - | - | - | - | - | 50 | - | - | 115 | - | - | |
| | | Weekday PM | LOS | D | B | | D | C | | A | N/A | | B | N/A | N/A | |
| | | | Delay (sec) | 27.9 | 13.6 | | 32.1 | 16.0 | | 9.5 | N/A | | 14.4 | N/A | | |
| | | | v/c | 0.26 | 0.25 | | 0.27 | 0.21 | | 0.09 | N/A | | 0.22 | N/A | | |
| | | | Queue (ft) | 25 | 25 | | 25 | 25 | | 25 | N/A | | 25 | N/A | | |
| | | Saturday Peak | LOS | F | C | | F | C | | B | N/A | | B | N/A | N/A | |
| | | | Delay (sec) | 59.4 | 17.8 | | 50.4 | 19.9 | | 14.0 | N/A | | 13.5 | N/A | | |
| | | | v/c | 0.48 | 0.29 | | 0.38 | 0.32 | | 0.19 | N/A | | 0.18 | N/A | | |
| | | | Queue (ft) | 75 | 50 | | 50 | 50 | | 25 | N/A | | 25 | N/A | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | - | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | D | B | | E | N/A | | |
| | | | Delay (sec) | 14.5 | N/A | | 9.0 | N/A | | 29.7 | 11.1 | | 36.4 | | | |
| | | | v/c | 0.04 | N/A | | 0.05 | N/A | | 0.18 | 0.06 | | 0.16 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | 25 | | 25 | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | F | B | | D | N/A | | |
| | | | Delay (sec) | 11.8 | N/A | | 12.2 | N/A | | 61.5 | 13.2 | | 33.3 | | | |
| | | | v/c | 0.03 | N/A | | 0.14 | N/A | | 0.49 | 0.08 | | 0.15 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 75 | 25 | | 25 | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | - | | | |
| | | | Storage (ft) | 110 | - | - | 115 | - | - | - | - | - | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | C | | | E | N/A | | |
| | | | Delay (sec) | 14.6 | N/A | | 9.0 | N/A | | 20.4 | | | 36.8 | | | |
| | | | v/c | 0.10 | N/A | | 0.05 | N/A | | 0.22 | | | 0.09 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | D | | | D | N/A | | |
| | | | Delay (sec) | 11.5 | N/A | | 11.4 | N/A | | 27.8 | | | 25.1 | | | |
| | | | v/c | 0.04 | N/A | | 0.06 | N/A | | 0.28 | | | 0.06 | | | |
| | | | Queue (ft) | 25 | N/A | | 25 | N/A | | 50 | | | 25 | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-5: 2039 HORIZON YEAR
TOTAL VOLUMES
CAPACITY/LOS ANALYSIS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | B | C | C | C | C | C | C | C |
| | | | Delay (sec) | 27.3 | 23.7 | 19.2 | 17.4 | 26.9 | 19.4 | 20.0 | 30.0 | 22.8 | 29.6 | 23.8 | 26.1 | |
| | | | v/c | 0.75 | 0.58 | 0.16 | 0.38 | 0.68 | 0.57 | 0.41 | 0.73 | 0.15 | 0.81 | 0.61 | 0.63 | |
| | | Queue (ft) | #175 | 175 | 75 | 75 | 200 | 175 | 75 | 175 | 50 | #225 | 175 | 175 | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | B | B | B | B | C | C |
| | | | Delay (sec) | 28.3 | 24.0 | 19.2 | 16.7 | 21.4 | 18.6 | 14.8 | 19.5 | 16.9 | 16.9 | 19.2 | 22.0 | |
| | | | v/c | 0.77 | 0.71 | 0.27 | 0.37 | 0.55 | 0.58 | 0.43 | 0.53 | 0.13 | 0.59 | 0.52 | 0.60 | |
| | | Queue (ft) | #200 | #175 | 75 | 75 | 125 | 150 | 75 | 125 | 50 | #125 | 125 | 125 | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | TWSC | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | |
| | | | Storage (ft) | - | - | - | - | - | - | 50 | - | - | 115 | - | - | |
| | | Weekday PM | LOS | C | B | D | C | A | N/A | B | N/A | B | N/A | N/A | | |
| | | | Delay (sec) | 17.6 | 12.0 | 29.2 | 15.0 | 9.6 | N/A | 11.9 | N/A | 11.9 | N/A | | | |
| | | | v/c | 0.16 | 0.21 | 0.31 | 0.08 | 0.09 | N/A | 0.06 | N/A | 0.06 | N/A | | | |
| | | Queue (ft) | 25 | 25 | 50 | 25 | 25 | N/A | 25 | N/A | 25 | N/A | | | | |
| | | Saturday Peak | LOS | D | B | D | C | B | N/A | B | N/A | B | N/A | N/A | | |
| | | | Delay (sec) | 28.9 | 14.7 | 32.7 | 16.9 | 12.6 | N/A | 11.5 | N/A | 11.5 | N/A | | | |
| | | | v/c | 0.28 | 0.24 | 0.31 | 0.15 | 0.17 | N/A | 0.06 | N/A | 0.06 | N/A | | | |
| | | Queue (ft) | 50 | 25 | 50 | 25 | 25 | N/A | 25 | N/A | 25 | N/A | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | - | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | - | - | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | B | D | N/A | D | N/A | N/A | | |
| | | | Delay (sec) | 13.0 | N/A | 8.6 | N/A | 23.6 | 10.5 | 29.9 | N/A | 29.9 | N/A | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.05 | 0.08 | 0.13 | N/A | 0.13 | N/A | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | N/A | 25 | N/A | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | E | B | D | N/A | D | N/A | N/A | | |
| | | | Delay (sec) | 10.7 | N/A | 11.0 | N/A | 35.6 | 12.3 | 26.9 | N/A | 26.9 | N/A | | | |
| | | | v/c | 0.03 | N/A | 0.15 | N/A | 0.20 | 0.11 | 0.12 | N/A | 0.12 | N/A | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | N/A | 25 | N/A | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | - | | | |
| | | | Storage (ft) | 110 | - | - | 115 | - | - | - | - | - | - | - | - | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | B | D | N/A | D | N/A | N/A | | |
| | | | Delay (sec) | 13.2 | N/A | 8.6 | N/A | 16.3 | 10.5 | 27.5 | N/A | 27.5 | N/A | | | |
| | | | v/c | 0.09 | N/A | 0.01 | N/A | 0.06 | 0.08 | 0.06 | N/A | 0.06 | N/A | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | N/A | 25 | N/A | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | C | B | C | N/A | C | N/A | N/A | | |
| | | | Delay (sec) | 10.6 | N/A | 10.2 | N/A | 19.2 | 12.3 | 19.9 | N/A | 19.9 | N/A | | | |
| | | | v/c | 0.03 | N/A | 0.02 | N/A | 0.04 | 0.08 | 0.04 | N/A | 0.04 | N/A | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | N/A | 25 | N/A | | | | |



POTHS GENERAL TRAFFIC IMPACT ANALYSIS FRANKLIN, WI

EXHIBIT 5-6: 2024 BASE YEAR BACKGROUND VOLUMES CAPACITY/LOS ANALYSIS W/ IMPROVEMENTS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | B | B | C | B | C | D | C | C | C | C | C |
| | | | Delay (sec) | 29.6 | 25.1 | 19.9 | 18.9 | 29.3 | 18.6 | 22.8 | 38.0 | 25.6 | 33.7 | 25.4 | 27.6 | |
| | | | v/c | 0.77 | 0.62 | 0.17 | 0.48 | 0.61 | 0.56 | 0.53 | 0.69 | 0.16 | 1.08 | 0.71 | 0.72 | |
| | | | Queue (ft) | #200 | 200 | 75 | 100 | 225 | 200 | 100 | #225 | 75 | #250 | 200 | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | B | B | B | B | C | C |
| | | | Delay (sec) | 32.0 | 27.0 | 19.6 | 17.3 | 22.0 | 18.7 | 14.9 | 19.9 | 17.1 | 17.8 | 19.9 | 22.9 | |
| | | | v/c | 0.81 | 0.80 | 0.30 | 0.45 | 0.61 | 0.60 | 0.48 | 0.55 | 0.16 | 0.62 | 0.56 | 0.62 | |
| Queue (ft) | #200 | | #200 | 75 | 75 | 125 | 150 | 75 | 125 | 50 | #125 | 125 | | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | Signal | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | | | |
| | | | Storage (ft) | - | - | - | - | 50 | - | 115 | - | - | | | | |
| | | Weekday PM | LOS | B | C | B | C | B | B | B | B | B | C | B | | |
| | | | Delay (sec) | 19.5 | 25.0 | 19.7 | 22.0 | 12.5 | 15.3 | 16.0 | 12.2 | 19.7 | 20.7 | | | |
| | | | v/c | 0.12 | 0.47 | 0.18 | 0.11 | 0.22 | 0.39 | 0.39 | 0.09 | 0.59 | 0.59 | | | |
| | | | Queue (ft) | 50 | 100 | 50 | 50 | 50 | 150 | 25 | #275 | | | | | |
| | | Saturday Peak | LOS | B | C | B | C | B | B | B | B | B | B | B | | |
| | | | Delay (sec) | 19.5 | 24.3 | 19.7 | 22.8 | 12.0 | 14.9 | 15.5 | 12.1 | 17.9 | 18.7 | | | |
| | | | v/c | 0.14 | 0.40 | 0.16 | 0.18 | 0.23 | 0.35 | 0.36 | 0.09 | 0.47 | 0.47 | | | |
| Queue (ft) | 50 | | 100 | 50 | 50 | 50 | 125 | 25 | 175 | | | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | D | B | D | N/A | | | | | |
| | | | Delay (sec) | 13.8 | N/A | 9.0 | N/A | 26.4 | 10.6 | 34.4 | | | | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.06 | 0.08 | 0.15 | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | E | B | D | N/A | | | | | |
| | | | Delay (sec) | 11.1 | N/A | 11.5 | N/A | 40.4 | 12.8 | 30.3 | | | | | | |
| | | | v/c | 0.03 | N/A | 0.16 | N/A | 0.22 | 0.12 | 0.14 | | | | | | |
| Queue (ft) | 25 | | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | - | | | | | |
| | | | Storage (ft) | 110 | - | 115 | - | - | - | - | - | - | | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | D | N/A | | | | | | |
| | | | Delay (sec) | 14.1 | N/A | 8.7 | N/A | 17.8 | 31.6 | | | | | | | |
| | | | v/c | 0.10 | N/A | 0.01 | N/A | 0.07 | 0.07 | | | | | | | |
| | | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | C | C | N/A | | | | | | |
| | | | Delay (sec) | 11.0 | N/A | 10.6 | N/A | 20.9 | 21.6 | | | | | | | |
| | | | v/c | 0.04 | N/A | 0.02 | N/A | 0.05 | 0.05 | | | | | | | |
| Queue (ft) | 25 | | N/A | 25 | N/A | 25 | 25 | | | | | | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-7: 2039 HORIZON YEAR
BACKGROUND VOLUMES
CAPACITY/LOS ANALYSIS
W/ IMPROVEMENTS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | C | C | C | B | C | B | C | C | C | C | C | C | C |
| | | | Delay (sec) | 31.0 | 25.4 | 20.4 | 18.3 | 29.3 | 19.9 | 20.0 | 29.6 | 22.8 | 30.3 | 23.4 | 25.5 | |
| | | | v/c | 0.78 | 0.64 | 0.20 | 0.40 | 0.74 | 0.59 | 0.45 | 0.72 | 0.15 | 0.83 | 0.61 | 0.63 | |
| | | Queue (ft) | #200 | 175 | 75 | 75 | 200 | 200 | 75 | 175 | 50 | #250 | 175 | - | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | C | B | B | B | C | C |
| | | | Delay (sec) | 32.0 | 25.7 | 19.9 | 17.4 | 22.5 | 18.6 | 15.1 | 20.5 | 17.4 | 17.5 | 19.4 | 21.9 | |
| | | | v/c | 0.80 | 0.75 | 0.30 | 0.38 | 0.59 | 0.60 | 0.46 | 0.56 | 0.14 | 0.64 | 0.53 | 0.59 | |
| | | Queue (ft) | #200 | #175 | 75 | 75 | 125 | 150 | 75 | 125 | 50 | #125 | 125 | - | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | Signal | Number of Lanes | 1 | 1 | | 1 | 1 | | 1 | 3 | | 1 | 3 | - | | |
| | | | Storage (ft) | - | - | | - | - | | 50 | - | | 115 | - | - | |
| | | Weekday PM | LOS | B | C | | B | C | | B | B | B | B | B | B | B |
| | | | Delay (sec) | 19.6 | 24.6 | | 19.8 | 23.5 | | 12.3 | 16.6 | 17.3 | 11.8 | 18.6 | 19.4 | |
| | | | v/c | 0.14 | 0.45 | | 0.14 | 0.29 | | 0.20 | 0.38 | 0.38 | 0.24 | 0.53 | 0.53 | |
| | | Queue (ft) | 50 | 100 | | 50 | 75 | | 50 | 125 | | 50 | 225 | | | |
| | | Saturday Peak | LOS | B | C | | B | C | | B | B | B | B | B | B | B |
| | | | Delay (sec) | 19.6 | 23.7 | | 19.7 | 24.2 | | 11.9 | 16.2 | 16.8 | 11.6 | 17.5 | 18.2 | |
| | | | v/c | 0.16 | 0.38 | | 0.13 | 0.39 | | 0.22 | 0.34 | 0.34 | 0.21 | 0.43 | 0.43 | |
| | | Queue (ft) | 50 | 100 | | 50 | 100 | | 50 | 125 | | 50 | 175 | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | | 1 | | - | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | D | B | | D | | N/A | |
| | | | Delay (sec) | 13.1 | N/A | | 8.8 | N/A | | 25.2 | 10.3 | | 29.6 | | | |
| | | | v/c | 0.04 | N/A | | 0.04 | N/A | | 0.16 | 0.05 | | 0.13 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | 25 | | 25 | | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | E | B | | D | | N/A | |
| | | | Delay (sec) | 10.8 | N/A | | 11.0 | N/A | | 41.7 | 12.1 | | 25.9 | | | |
| | | | v/c | 0.03 | N/A | | 0.12 | N/A | | 0.37 | 0.07 | | 0.12 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 50 | 25 | | 25 | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | | | 1 | | - | | |
| | | | Storage (ft) | 110 | - | | 115 | - | | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | C | | | D | | N/A | |
| | | | Delay (sec) | 13.1 | N/A | | 8.7 | N/A | | 18.0 | | | 29.1 | | | |
| | | | v/c | 0.09 | N/A | | 0.04 | N/A | | 0.19 | | | 0.07 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | C | | | C | | N/A | |
| | | | Delay (sec) | 10.5 | N/A | | 10.4 | N/A | | 22.0 | | | 20.8 | | | |
| | | | v/c | 0.03 | N/A | | 0.06 | N/A | | 0.22 | | | 0.05 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | | |



POTHS GENERAL TRAFFIC IMPACT ANALYSIS FRANKLIN, WI

EXHIBIT 5-8: 2024 BASE YEAR BUILD VOLUMES CAPACITY/LOS ANALYSIS W/ IMPROVEMENTS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | D | C | C | B | C | B | C | D | C | D | C | C | C |
| | | | Delay (sec) | 36.1 | 25.6 | 20.3 | 18.6 | 28.0 | 18.1 | 24.0 | 40.1 | 25.5 | 47.5 | 25.8 | 28.2 | |
| | | | v/c | 0.82 | 0.65 | 0.20 | 0.49 | 0.71 | 0.55 | 0.56 | 0.86 | 0.19 | 0.93 | 0.64 | 0.66 | |
| | | Queue (ft) | #200 | 225 | 75 | 100 | 225 | 200 | #100 | #250 | 75 | #300 | 200 | | | |
| | | Saturday Peak | LOS | C | C | B | B | C | B | B | C | B | C | C | C | C |
| | | | Delay (sec) | 33.6 | 28.5 | 19.7 | 17.4 | 22.7 | 19.6 | 15.5 | 20.2 | 17.1 | 21.4 | 20.2 | 22.8 | |
| | | | v/c | 0.82 | 0.82 | 0.33 | 0.45 | 0.63 | 0.63 | 0.52 | 0.58 | 0.16 | 0.70 | 0.58 | 0.62 | |
| | | Queue (ft) | #175 | #200 | 75 | 75 | 125 | 150 | #100 | 150 | 50 | #150 | 125 | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | Signal | Number of Lanes | 1 | 1 | | 1 | 1 | | 1 | 3 | | 1 | 3 | - | | |
| | | | Storage (ft) | - | - | | - | - | | 50 | - | | 115 | - | - | |
| | | Weekday PM | LOS | B | C | | B | C | | B | B | B | B | B | C | B |
| | | | Delay (sec) | 19.6 | 24.6 | | 19.8 | 23.5 | | 12.6 | 17.1 | 17.9 | 11.9 | 19.3 | 20.3 | |
| | | | v/c | 0.14 | 0.45 | | 0.14 | 0.29 | | 0.22 | 0.42 | 0.42 | 0.26 | 0.58 | 0.58 | |
| | | Queue (ft) | 50 | 100 | | 50 | 75 | | 50 | 150 | | 50 | #250 | | | |
| | | Saturday Peak | LOS | B | C | | B | C | | B | B | B | B | B | B | B |
| | | | Delay (sec) | 19.6 | 23.7 | | 19.7 | 24.2 | | 12.0 | 16.5 | 17.3 | 11.7 | 18.0 | 18.7 | |
| | | | v/c | 0.16 | 0.38 | | 0.13 | 0.39 | | 0.23 | 0.37 | 0.38 | 0.22 | 0.47 | 0.47 | |
| | | Queue (ft) | 50 | 100 | | 50 | 100 | | 50 | 125 | | 50 | 175 | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | | 1 | | - | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | D | B | | D | | N/A | |
| | | | Delay (sec) | 13.9 | N/A | | 8.9 | N/A | | 27.8 | 10.8 | | 33.7 | | | |
| | | | v/c | 0.04 | N/A | | 0.05 | N/A | | 0.17 | 0.06 | | 0.15 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | 25 | | 25 | | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | E | B | | D | | N/A | |
| | | | Delay (sec) | 11.2 | N/A | | 11.6 | N/A | | 49.6 | 12.6 | | 29.0 | | | |
| | | | v/c | 0.03 | N/A | | 0.13 | N/A | | 0.42 | 0.08 | | 0.13 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 50 | 25 | | 25 | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | | | 1 | | - | | |
| | | | Storage (ft) | 110 | - | | 115 | - | | - | - | | - | - | - | |
| | | Weekday PM | LOS | B | N/A | | A | N/A | | C | | | D | | N/A | |
| | | | Delay (sec) | 14.0 | N/A | | 8.9 | N/A | | 19.5 | | | 33.5 | | | |
| | | | v/c | 0.10 | N/A | | 0.04 | N/A | | 0.21 | | | 0.08 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | | |
| | | Saturday Peak | LOS | B | N/A | | B | N/A | | C | | | C | | N/A | |
| | | | Delay (sec) | 10.9 | N/A | | 10.8 | N/A | | 24.3 | | | 22.6 | | | |
| | | | v/c | 0.04 | N/A | | 0.06 | N/A | | 0.25 | | | 0.05 | | | |
| | | Queue (ft) | 25 | N/A | | 25 | N/A | | 25 | | | 25 | | | | |



POTHS GENERAL
TRAFFIC IMPACT ANALYSIS
FRANKLIN, WI

EXHIBIT 5-9: 2039 HORIZON YEAR
BUILD VOLUMES
CAPACITY/LOS ANALYSIS
W/ IMPROVEMENTS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | D | C | C | C | C | C | B | C | C | C | C | C | C |
| | | | Delay (sec) | 39.3 | 31.8 | 22.0 | 20.2 | 33.2 | 22.1 | 18.8 | 32.2 | 24.7 | 29.9 | 21.1 | 23.0 | |
| | | | v/c | 0.84 | 0.80 | 0.24 | 0.56 | 0.83 | 0.66 | 0.43 | 0.73 | 0.18 | 0.84 | 0.60 | 0.61 | |
| | | Saturday Peak | Queue (ft) | #175 | #225 | 75 | #100 | #225 | 200 | 50 | 200 | 75 | #225 | 175 | C | |
| | | | LOS | C | C | B | B | C | B | B | C | B | C | C | | C |
| | | | Delay (sec) | 29.0 | 27.9 | 19.8 | 18.0 | 21.2 | 19.6 | 15.3 | 20.9 | 17.7 | 22.1 | 20.8 | | 23.6 |
| | | Saturday Peak | v/c | 0.78 | 0.81 | 0.30 | 0.54 | 0.55 | 0.64 | 0.48 | 0.60 | 0.19 | 0.70 | 0.59 | 0.62 | |
| Queue (ft) | #175 | | #200 | 75 | #100 | 125 | 150 | 75 | 150 | 75 | #150 | 125 | | | | |
| | | | | | | | | | | | | | | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | Signal | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | | | |
| | | | Storage (ft) | - | - | - | - | 50 | - | 115 | - | - | | | | |
| | | Weekday PM | LOS | B | C | B | C | B | B | B | B | C | C | C | | |
| | | | Delay (sec) | 19.6 | 24.6 | 19.8 | 23.5 | 12.9 | 16.9 | 17.7 | 12.5 | 26.4 | 27.3 | | | |
| | | | v/c | 0.14 | 0.45 | 0.14 | 0.29 | 0.23 | 0.40 | 0.40 | 0.25 | 0.57 | 0.57 | | | |
| | | Saturday Peak | Queue (ft) | 50 | 100 | 50 | 75 | 50 | 125 | 50 | #250 | B | | | | |
| | | | LOS | B | C | B | C | B | B | B | B | | B | B | | |
| | | | Delay (sec) | 19.6 | 23.7 | 19.7 | 24.2 | 12.1 | 16.6 | 17.4 | 11.8 | | 18.2 | 19.0 | | |
| | | Saturday Peak | v/c | 0.16 | 0.38 | 0.13 | 0.39 | 0.23 | 0.38 | 0.38 | 0.22 | 0.48 | 0.49 | | | |
| Queue (ft) | 50 | | 100 | 50 | 100 | 50 | 125 | 50 | 200 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | D | B | D | N/A | | | | | |
| | | | Delay (sec) | 13.6 | N/A | 8.9 | N/A | 26.5 | 10.6 | 31.8 | | | | | | |
| | | | v/c | 0.04 | N/A | 0.05 | N/A | 0.16 | 0.06 | 0.14 | | | | | | |
| | | Saturday Peak | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | |
| | | | LOS | B | N/A | B | N/A | F | B | D | N/A | | | | | |
| | | | Delay (sec) | 11.3 | N/A | 11.6 | N/A | 50.7 | 12.7 | 29.6 | | | | | | |
| | | v/c | 0.03 | N/A | 0.13 | N/A | 0.43 | 0.08 | 0.14 | | | | | | | |
| Saturday Peak | Queue (ft) | 25 | N/A | 25 | N/A | 50 | 25 | 25 | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | - | | | | | |
| | | | Storage (ft) | 110 | - | 115 | - | - | - | - | - | - | | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | D | N/A | | | | | | |
| | | | Delay (sec) | 13.6 | N/A | 8.8 | N/A | 18.8 | 31.6 | | | | | | | |
| | | | v/c | 0.09 | N/A | 0.04 | N/A | 0.20 | 0.07 | | | | | | | |
| | | Saturday Peak | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | |
| | | | LOS | B | N/A | B | N/A | C | C | N/A | | | | | | |
| | | | Delay (sec) | 11.0 | N/A | 10.9 | N/A | 24.7 | 23.0 | | | | | | | |
| | | v/c | 0.04 | N/A | 0.06 | N/A | 0.25 | 0.05 | | | | | | | | |
| Saturday Peak | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |



POTHS GENERAL TRAFFIC IMPACT ANALYSIS FRANKLIN, WI

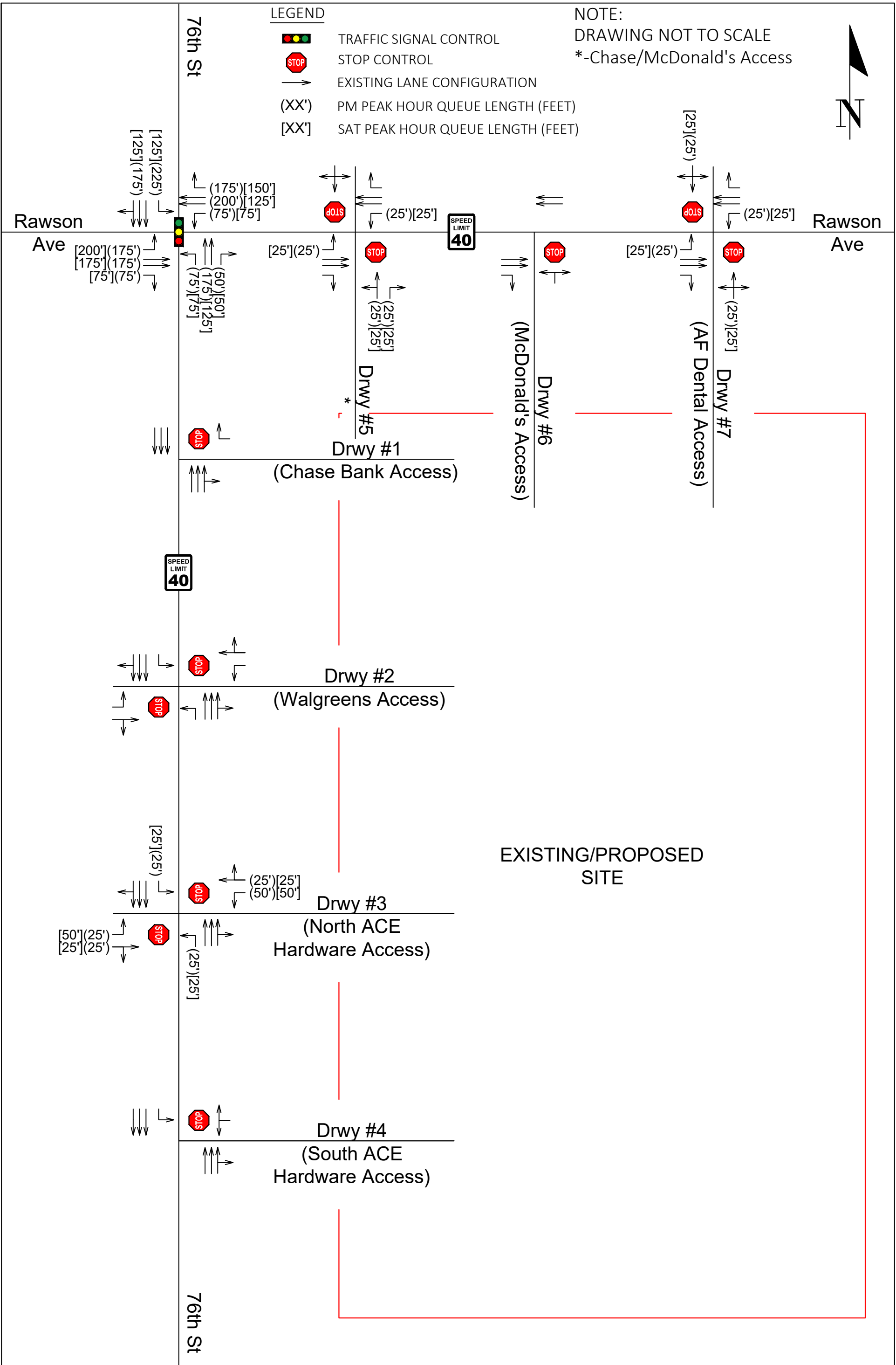
EXHIBIT 5-10: 2024 BASE YEAR TOTAL VOLUMES CAPACITY/LOS ANALYSIS W/ IMPROVEMENTS

| Intersection | Traffic Control | Peak Hour | Parameters | Level of Service per Movement Approach | | | | | | | | | | | | Overall Intersection LOS |
|--|-----------------|-----------------|--------------|--|------|------|-----------|------|------|------------|------|------|------------|------|------|--------------------------|
| | | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | |
| | | | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | |
| S. 76th Street & W. Rawson Avenue | Signal | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 3 | - | | |
| | | | Storage (ft) | 250 | - | 230 | 50 | - | - | 140 | - | - | 300 | - | - | |
| | | Weekday PM | LOS | D | C | C | C | C | B | C | D | C | D | C | C | C |
| | | | Delay (sec) | 37.1 | 26.4 | 20.4 | 22.7 | 28.4 | 18.7 | 23.9 | 41.7 | 25.7 | 49.1 | 25.7 | 28.2 | |
| | | | v/c | 0.83 | 0.68 | 0.20 | 0.64 | 0.72 | 0.57 | 0.56 | 0.88 | 0.23 | 0.94 | 0.65 | 0.66 | |
| | | Queue (ft) | #200 | 225 | 75 | #125 | 225 | 200 | #100 | #250 | 75 | #300 | 200 | | | |
| | | Saturday Peak | LOS | C | D | C | C | C | C | B | C | B | C | C | C | C |
| | | | Delay (sec) | 33.1 | 35.6 | 20.1 | 20.6 | 22.3 | 20.3 | 15.9 | 21.1 | 17.8 | 23.7 | 20.9 | 23.4 | |
| | | | v/c | 0.82 | 0.89 | 0.33 | 0.63 | 0.61 | 0.66 | 0.53 | 0.62 | 0.21 | 0.73 | 0.61 | 0.63 | |
| | | Queue (ft) | #200 | #225 | 75 | #100 | 125 | 175 | #100 | 150 | 75 | #150 | 125 | | | |
| S. 76th Street & Drwy #3 (North ACE Hardware Access) | Signal | Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | - | | | | |
| | | | Storage (ft) | - | - | - | - | - | 50 | - | - | 115 | - | - | | |
| | | Weekday PM | LOS | B | C | B | C | B | B | B | B | C | C | B | | |
| | | | Delay (sec) | 19.6 | 24.6 | 19.8 | 23.5 | 12.8 | 17.4 | 18.3 | 12.0 | 20.1 | 21.2 | | | |
| | | | v/c | 0.14 | 0.45 | 0.14 | 0.29 | 0.22 | 0.44 | 0.44 | 0.26 | 0.62 | 0.62 | | | |
| | | Queue (ft) | 50 | 100 | 50 | 75 | 50 | 150 | 50 | #300 | | | | | | |
| | | Saturday Peak | LOS | B | C | B | C | B | B | B | B | B | B | B | | |
| | | | Delay (sec) | 19.6 | 23.7 | 19.7 | 24.2 | 12.3 | 17.0 | 17.8 | 11.9 | 18.8 | 19.6 | | | |
| | | | v/c | 0.16 | 0.38 | 0.13 | 0.39 | 0.24 | 0.42 | 0.42 | 0.23 | 0.52 | 0.52 | | | |
| | | Queue (ft) | 50 | 100 | 50 | 100 | 50 | 150 | 50 | 200 | | | | | | |
| Drwy #5 (Chase/McDonald's Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | - | | | | | |
| | | | Storage (ft) | 50 | - | - | 125 | - | - | - | - | - | - | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | D | B | E | N/A | | | | | |
| | | | Delay (sec) | 14.5 | N/A | 9.2 | N/A | 29.7 | 10.8 | 36.7 | | | | | | |
| | | | v/c | 0.04 | N/A | 0.05 | N/A | 0.18 | 0.06 | 0.16 | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | 25 | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | F | B | D | N/A | | | | | |
| | | | Delay (sec) | 11.8 | N/A | 12.2 | N/A | 61.5 | 13.2 | 33.3 | | | | | | |
| | | | v/c | 0.03 | N/A | 0.14 | N/A | 0.49 | 0.08 | 0.15 | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 75 | 25 | 25 | | | | | | | |
| Drwy #7 (AF Dental Access) & W. Rawson Avenue | TWSC | Number of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | - | | | | | |
| | | | Storage (ft) | 110 | - | - | 115 | - | - | - | - | - | | | | |
| | | Weekday PM | LOS | B | N/A | A | N/A | C | E | N/A | | | | | | |
| | | | Delay (sec) | 14.6 | N/A | 9.0 | N/A | 20.8 | 36.8 | | | | | | | |
| | | | v/c | 0.10 | N/A | 0.05 | N/A | 0.22 | 0.09 | | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 25 | 25 | | | | | | | | |
| | | Saturday Peak | LOS | B | N/A | B | N/A | D | D | N/A | | | | | | |
| | | | Delay (sec) | 11.5 | N/A | 11.4 | N/A | 27.8 | 25.1 | | | | | | | |
| | | | v/c | 0.04 | N/A | 0.06 | N/A | 0.28 | 0.06 | | | | | | | |
| | | Queue (ft) | 25 | N/A | 25 | N/A | 50 | 25 | | | | | | | | |



POTHS GENERAL TRAFFIC IMPACT ANALYSIS FRANKLIN, WI

EXHIBIT 5-11: 2039 HORIZON YEAR TOTAL VOLUMES CAPACITY/LOS ANALYSIS W/ IMPROVEMENTS

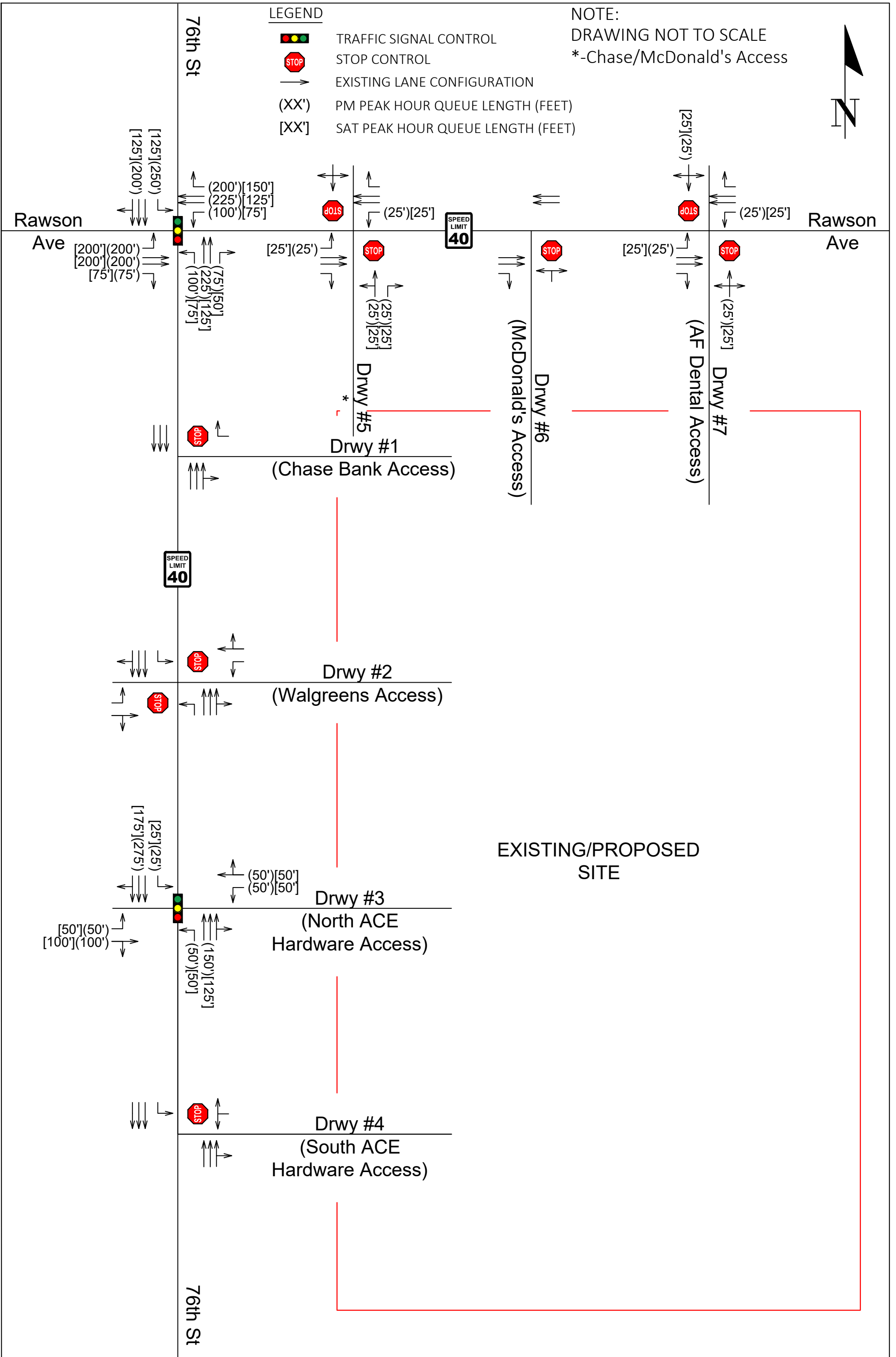


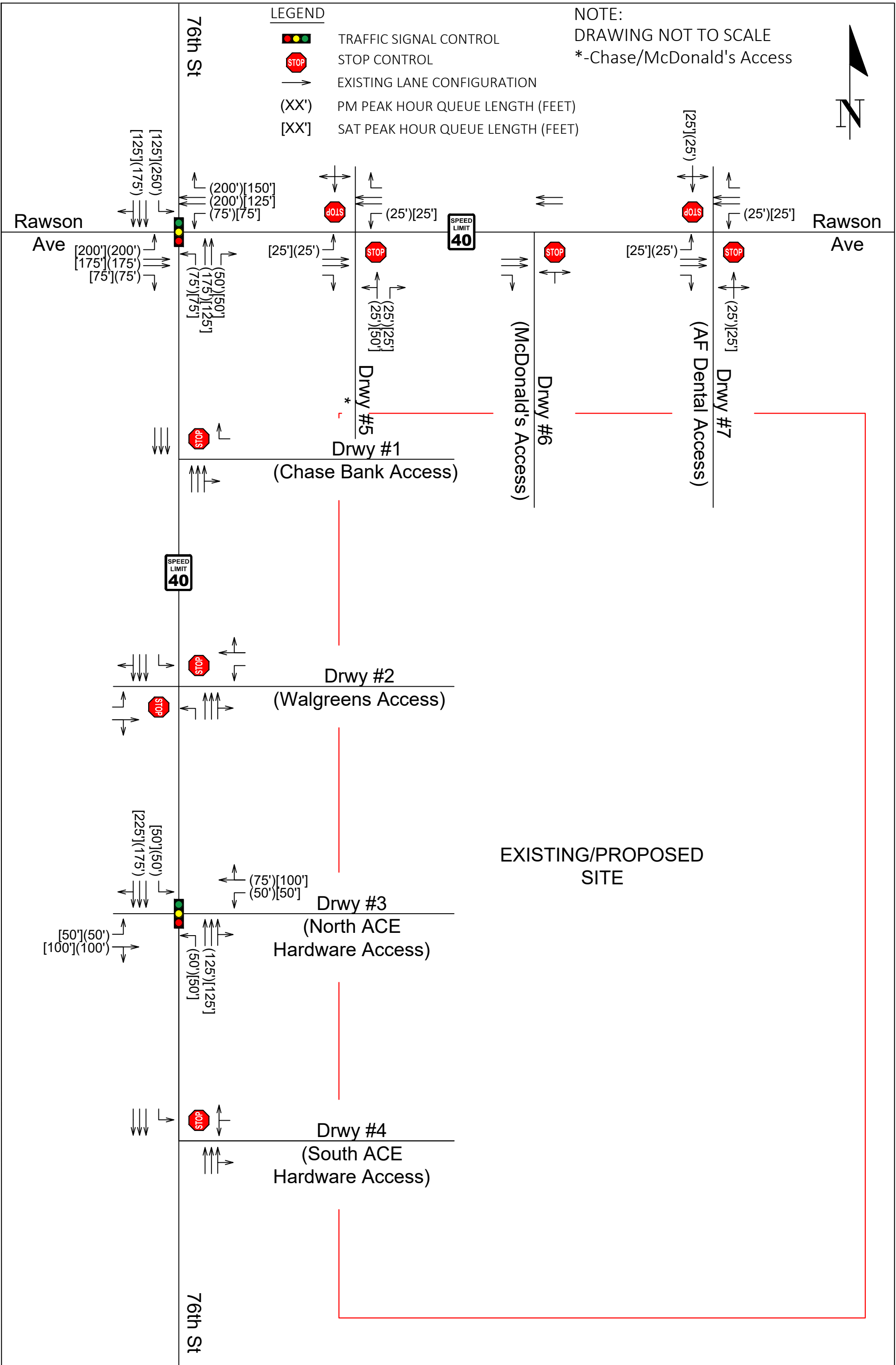
LEGEND

- TRAFFIC SIGNAL CONTROL
- STOP CONTROL
- EXISTING LANE CONFIGURATION
- (XX')** PM PEAK HOUR QUEUE LENGTH (FEET)
- [XX']** SAT PEAK HOUR QUEUE LENGTH (FEET)

NOTE:
DRAWING NOT TO SCALE
*-Chase/McDonald's Access





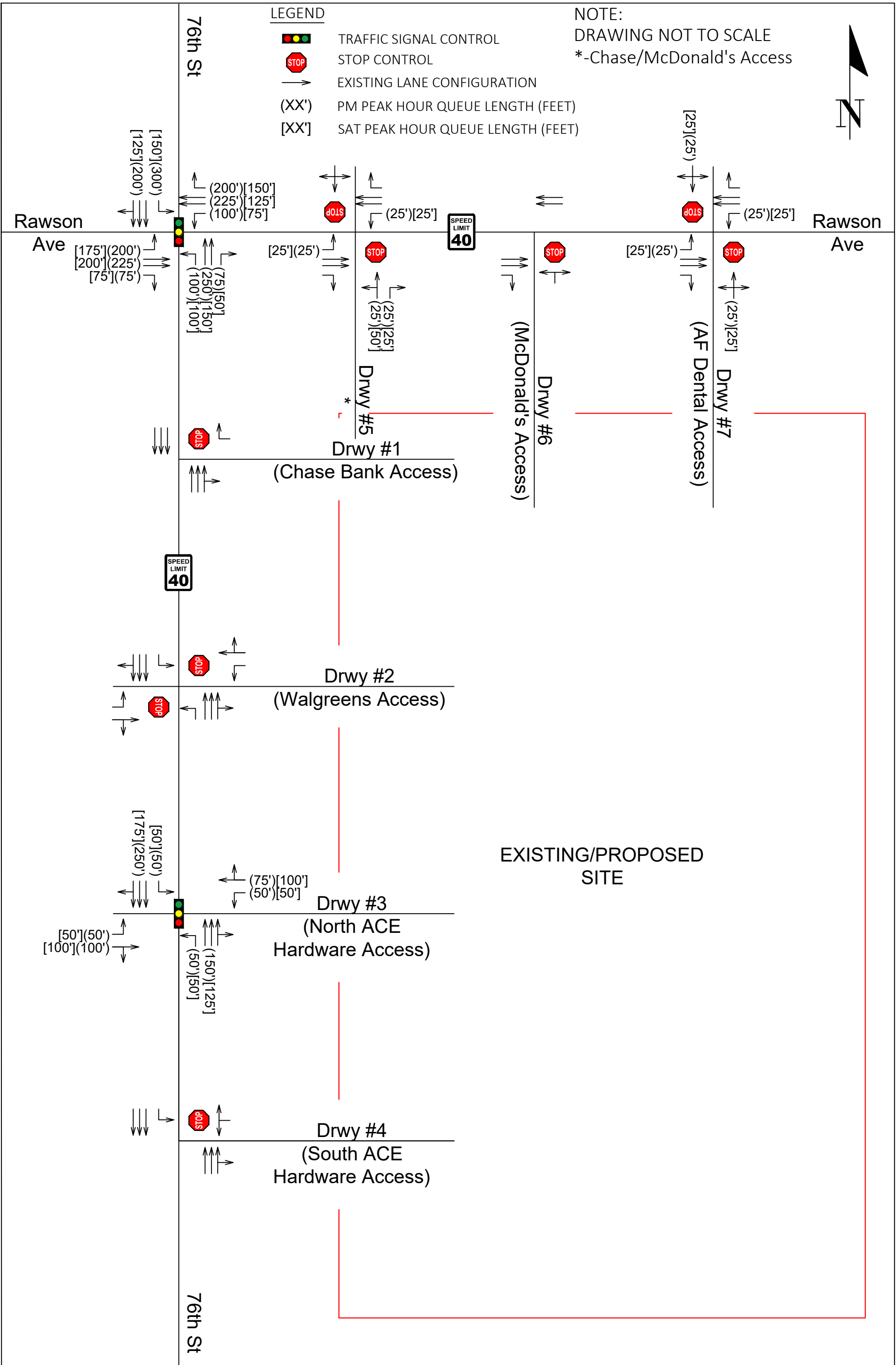


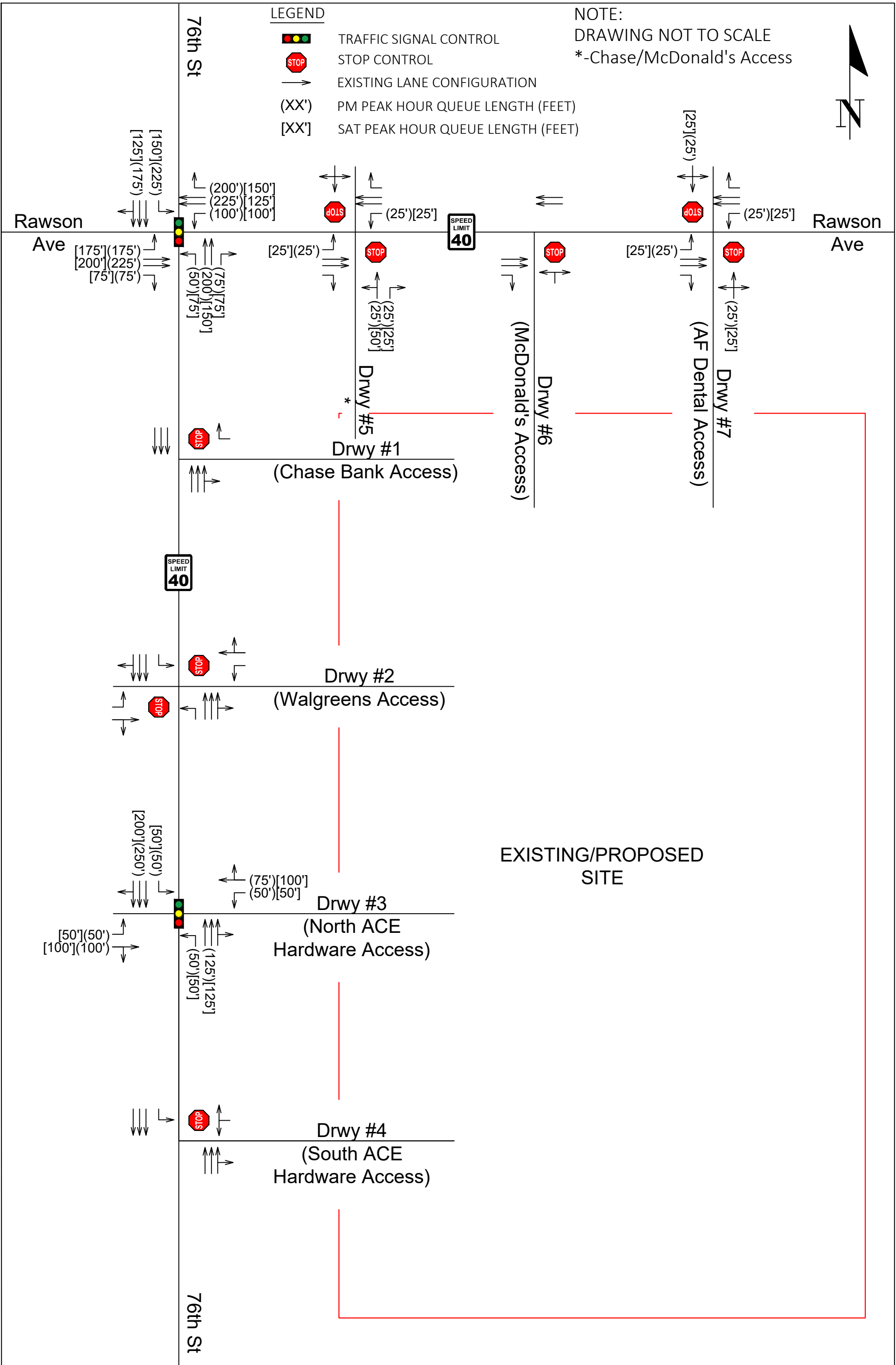
LEGEND

- TRAFFIC SIGNAL CONTROL
- STOP CONTROL
- EXISTING LANE CONFIGURATION
- (XX') PM PEAK HOUR QUEUE LENGTH (FEET)
- [XX'] SAT PEAK HOUR QUEUE LENGTH (FEET)

NOTE:
 DRAWING NOT TO SCALE
 *-Chase/McDonald's Access





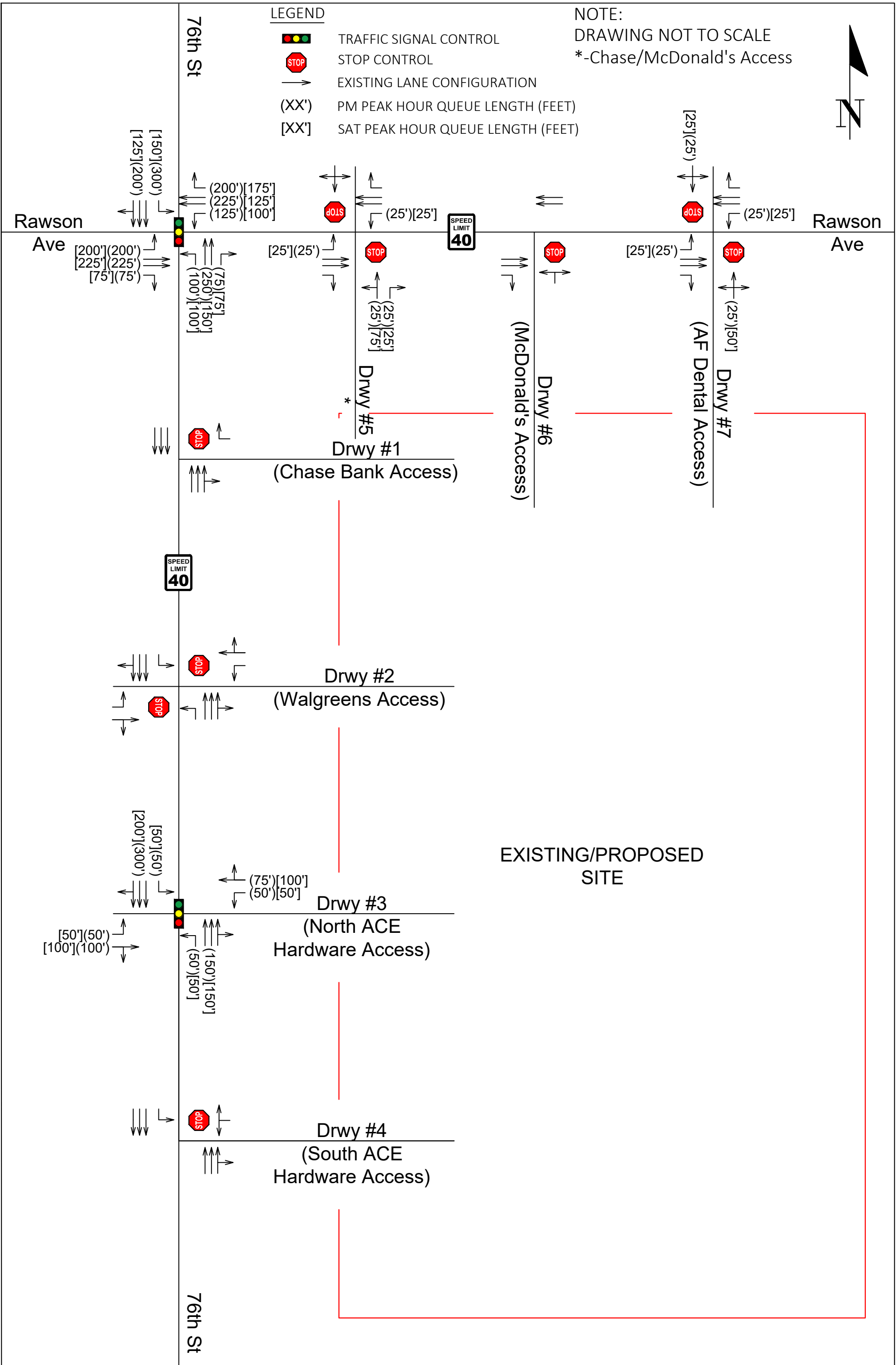


LEGEND

- TRAFFIC SIGNAL CONTROL
- STOP CONTROL
- EXISTING LANE CONFIGURATION
- (XX') PM PEAK HOUR QUEUE LENGTH (FEET)
- [XX'] SAT PEAK HOUR QUEUE LENGTH (FEET)

NOTE:
 DRAWING NOT TO SCALE
 *-Chase/McDonald's Access





Chapter 6: Conclusions and Recommendations

Part A: Recommendations

Intersection operations for traffic signal control and stop control at the study intersections were analyzed using Synchro 11 software. The results presented within this report are based on HCM 6 equations and methodologies. LOS 'D' as defined in HCM 6 is used as the threshold for acceptable peak hour intersection operating conditions or maintaining the existing LOS when below LOS 'D'. Intersection operation is typically quantified based on its LOS during peak traffic volume periods. The LOS is determined based on the average amount of delay experienced by each vehicle entering an intersection during the study period and is categorized by grades of 'A' through 'F'.

The following recommendations are needed to achieve an acceptable LOS and queue storage for each scenario. Note that the queue storage recommendations identify the needed queue storage for each year and scenario. When subsequent queue length extensions are needed, it is recommended that the storage length be extended a single time to accommodate the full needed storage in future years, not be constructed incrementally.

S. 76th Street & W. Rawson Avenue

2024 Base Year Background Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended from 50 feet to 100 feet. Increasing the storage length would require the removal of the westbound turn lane upstream along W. Rawson Avenue and would impact the access to the parcels at the southeast and northeast corners of S. 76th Street and W. Rawson Avenue. Given this impact, it is suggested that Milwaukee County observe the field conditions and monitor safety to determine if access management changes are necessary.

2039 Horizon Year Background Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.

2024 Base Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended from 50 feet to 75 feet. See issues related to increasing storage length and recommendation discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 100 feet. See issues related to increasing storage length and recommendation discussed above.

2024 Base Year Total Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 100 feet. See issues related to increasing storage length and recommendation discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require signal timing adjustments.
- To accommodate the anticipated queue lengths, the westbound left-turn bay storage length would need to be extended to 125 feet. See issues related to increasing storage length and recommendation discussed above.

S. 76th Street & Driveway 3 (North ACE Hardware Access)

2039 Horizon Year Background Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - Under signal control, it is recommended that the eastbound and westbound driveway approaches be configured with one exclusive left-turn lane and one shared through/right-turn lane, based on the expected turning movement volumes. The configuration of the northbound and southbound approaches is expected to be sufficient and may remain as they currently exist today.

2024 Base Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2024 Base Year Total Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

2039 Horizon Year Build Traffic:

- Addressing poor LOS is expected to require the installation of a traffic signal.
 - See recommendation for lane configuration discussed above.

W. Rawson Avenue & Driveway 5 (Chase Bank/McDonald's Access)

2024 Base Year Background Traffic:

- Addressing this LOS is expected to require intersection control modifications; however, considering the proximity of this intersection to the S. 76th Street and W. Rawson Avenue intersection, implementing a different intersection control type is not a feasible alternative. Therefore, an alternative for improving the driveway operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection. Given this impact, it is suggested that Milwaukee County observe the field conditions and monitor safety to determine if access management changes are necessary.

W. Rawson Avenue & Driveway 7 (Anderson Family Dental Access)

2039 Horizon Year Total Traffic:

- Addressing this LOS is expected to require intersection modifications; however, the intersection is not expected to meet traffic signal warrants and additional turn lanes on the north leg of the intersection are not expected to address this operational issue. Access restrictions, such as a right-in/right-out only operation would likely address the operational concern. Given that the north leg serves as a private driveway and not a public road, no intersection improvements are recommended at this location as part of this study.

Part B: Conclusions

The study intersections are expected to operate at an acceptable LOS 'D' or better with the recommendations listed in this report except for the northbound and southbound approaches at the W. Rawson Avenue and Driveway 5 (Chase Bank/McDonald's Access) intersection, as well as the southbound approach at the W. Rawson Avenue and Driveway 7 (Anderson Family Dental Access) intersection. As noted previously, an alternative for improving the Driveway 5 operations would be to implement access management techniques, likely resulting in the removal of the ability for northbound vehicles to make a left-turn or through movement at this intersection. It is suggested that Milwaukee County observe and monitor conditions at this location to determine if changes are necessary. The W. Rawson Avenue and Driveway 7 (Anderson Family Dental Access) intersection would also likely require access changes to the north leg to address future traffic operations issues but given that the north leg serves as a private driveway, no recommendations for improvements are included as part of this study.

Appendix A

Traffic Data

- Summary of PHF and percent heavy vehicles
 - Existing Traffic Counts
 - Future traffic projections
- Existing signal phasing and timing

S. 76th Street & W. Rawson Avenue

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | S. 76th Street | | | | W. Rawson Avenue | | | | S. 76th Street | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 2.1% | | | | 2.0% | | | | 1.5% | | | | 3.0% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 3.0% | | | |
| PHF = 0.96 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #1 (Chase Bank Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #1 | | | | S. 76th Street | | | | None | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | N/A | | | | 0.0% | | | | 0.3% | | | | N/A | | | |
| Applied % HV | N/A | | | | 2.0% | | | | 2.0% | | | | N/A | | | |
| PHF = 0.89 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #2 (Walgreens Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #2 | | | | S. 76th Street | | | | Driveway #2 | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.5% | | | | 0.0% | | | | 0.3% | | | | 1.0% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.91 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #3 (North ACE Hardware Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #3 | | | | S. 76th Street | | | | Driveway #3 | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.6% | | | | 1.2% | | | | 0.1% | | | | 0.7% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.92 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #4 (South ACE Hardware Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #4 | | | | S. 76th Street | | | | None | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.8% | | | | 3.2% | | | | 0.3% | | | | N/A | | | |
| Applied % HV | 2.0% | | | | 3.0% | | | | 2.0% | | | | N/A | | | |
| PHF = 0.94 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #5 (Chase/McDonald's Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | Driveway #5 | | | | W. Rawson Avenue | | | | Driveway #5 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.0% | | | | 1.4% | | | | 0.0% | | | | 2.0% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.92 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #6 (McDonald's Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | None | | | | W. Rawson Avenue | | | | Driveway #6 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | N/A | | | | 0.8% | | | | 0.0% | | | | 1.9% | | | |
| Applied % HV | N/A | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.93 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #7 (AF Dental Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | Driveway #7 | | | | W. Rawson Avenue | | | | Driveway #7 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.0% | | | | 1.4% | | | | 0.0% | | | | 1.9% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.90 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & W. Rawson Avenue

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | S. 76th Street | | | | W. Rawson Avenue | | | | S. 76th Street | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.8% | | | | 1.8% | | | | 1.3% | | | | 1.8% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.96 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #1 (Chase Bank Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #1 | | | | S. 76th Street | | | | None | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | N/A | | | | 0.0% | | | | 0.7% | | | | N/A | | | |
| Applied % HV | N/A | | | | 2.0% | | | | 2.0% | | | | N/A | | | |
| PHF = 0.90 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #2 (Walgreens Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #2 | | | | S. 76th Street | | | | Driveway #2 | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.8% | | | | 0.0% | | | | 0.9% | | | | 1.8% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.96 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #3 (North ACE Hardware Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #3 | | | | S. 76th Street | | | | Driveway #3 | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.5% | | | | 0.0% | | | | 0.9% | | | | 0.0% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.95 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

S. 76th Street & Driveway #4 (South ACE Hardware Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|----------------|------|------|-------|
| | S. 76th Street | | | | Driveway #4 | | | | S. 76th Street | | | | None | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.4% | | | | 0.0% | | | | 0.8% | | | | N/A | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | N/A | | | |
| PHF = 0.96 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #5 (Chase/McDonald's Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | Driveway #5 | | | | W. Rawson Avenue | | | | Driveway #5 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.0% | | | | 0.5% | | | | 0.0% | | | | 0.3% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.87 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #6 (McDonald's Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | None | | | | W. Rawson Avenue | | | | Driveway #6 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | N/A | | | | 0.5% | | | | 0.0% | | | | 0.3% | | | |
| Applied % HV | N/A | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.89 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

W. Rawson Avenue & Driveway #7 (AF Dental Access)

| | ↓ From North | | | | ← From East | | | | ↑ From South | | | | → From West | | | |
|---------------|-----------------|------|------|-------|------------------|------|------|-------|-----------------|------|------|-------|------------------|------|------|-------|
| | Driveway #7 | | | | W. Rawson Avenue | | | | Driveway #7 | | | | W. Rawson Avenue | | | |
| | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total |
| Gathered % HV | 0.0% | | | | 0.5% | | | | 0.0% | | | | 0.3% | | | |
| Applied % HV | 2.0% | | | | 2.0% | | | | 2.0% | | | | 2.0% | | | |
| PHF = 0.90 | | | | | | | | | | | | | | | | |

%HV and PHF gathered in 2023

Intersection Traffic Volume Report

| | | | | | |
|--------------------------------|-------------------------|---------------------------|--------------------|---------------------|--|
| Count Basics | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S. 76th St.
 Minor St: Chase Drwy.
 Intersection of: S. 76th St. & Chase Drwy.



IX_ID:

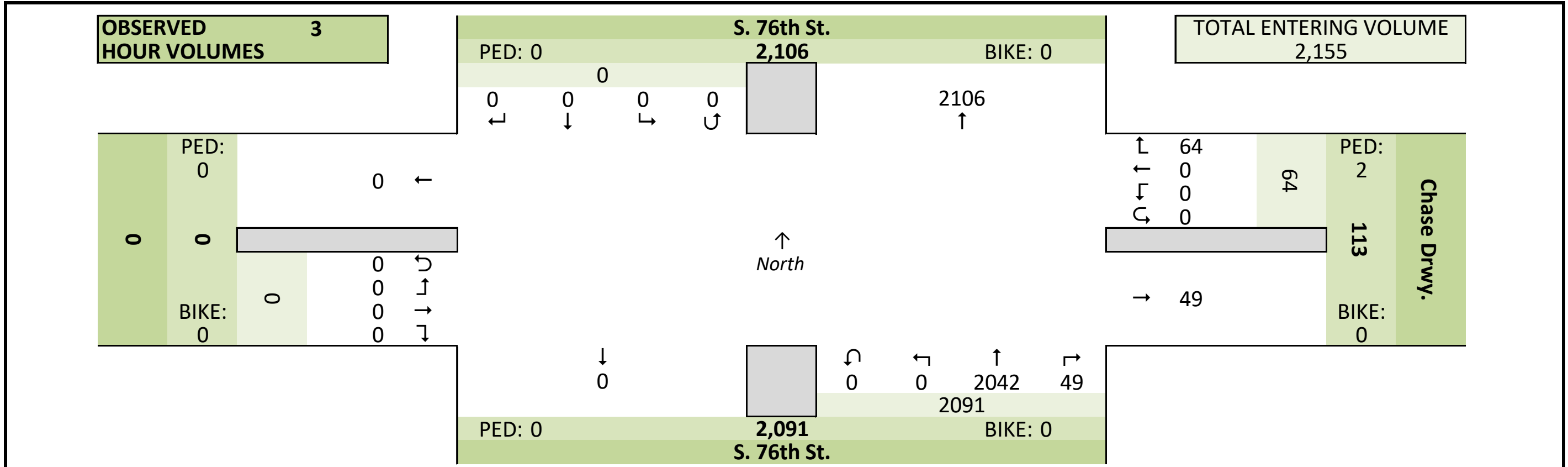
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Chase Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | 0 | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

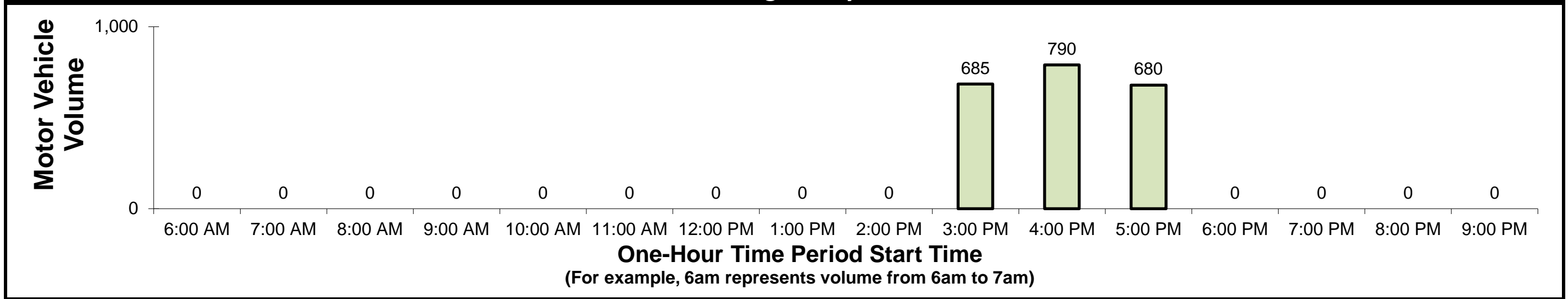
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | AM | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

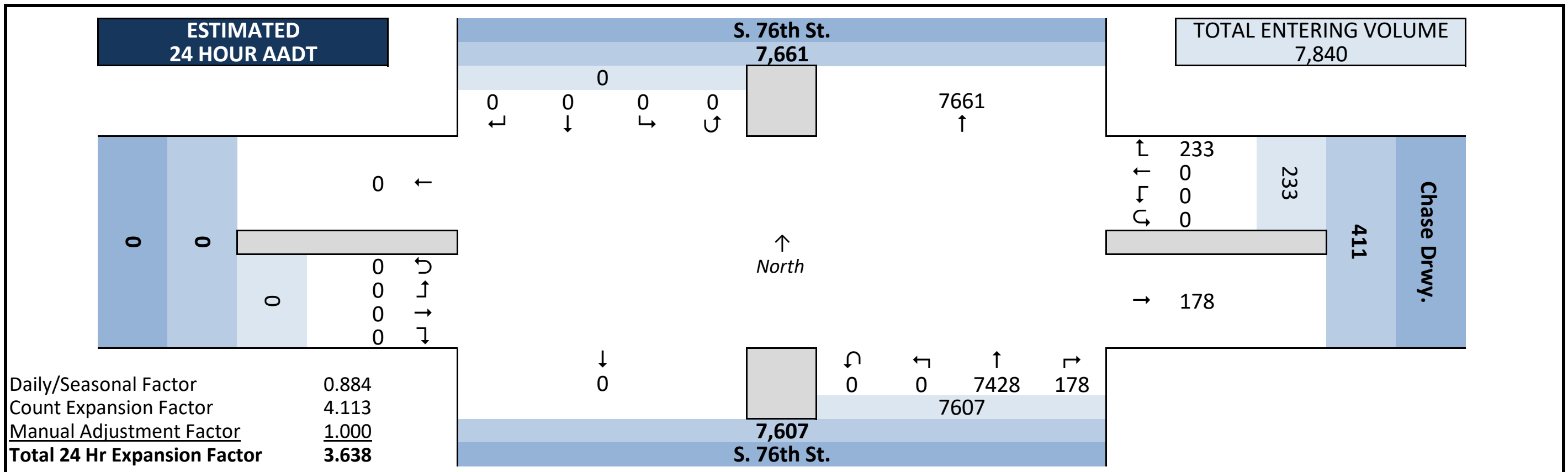
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

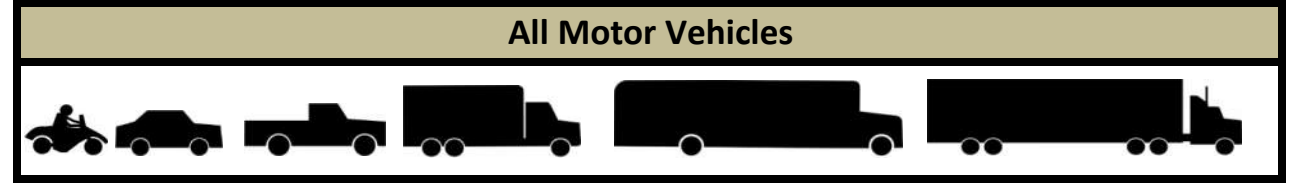


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|--------------|--------------------|
| Count Basics | | Page 3 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

S. 76th St. & Chase Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|---------------------------|--|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| AM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | | 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 | |
| 8:30 AM | | 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 | |
| Peak Hour Volume | | 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 | |
| % 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 | |
| % 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 | |
| % 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 | |
| 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 | |

| N/A | | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|------------------------|--|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | | 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 | |
| 12:30 PM | | 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 | |
| Peak Hour Volume | | 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 | |
| % 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 | |
| % 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 | |
| % 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 | |
| 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 | |

| Wednesday, May 17, 2023 | | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|-------------------------|--|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 8 | 184 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 178 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 170 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 | 157 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | |
| Peak Hour Volume | | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 16 | 689 | 0 | 0 | 705 | 0 | 0 | 0 | 0 | 0 | |
| Rounded Hourly Volume | | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 15 | 690 | 0 | 0 | 705 | 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 | 0.1 | 0.0 | 0.0 | 0.1 | 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 | 0.1 | 0.0 | 0.0 | 0.1 | 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 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Peak Hour Factor (PHF) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.50 | 0.50 | 0.94 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Peak Hour Pedestrian and Bicyclist Volumes

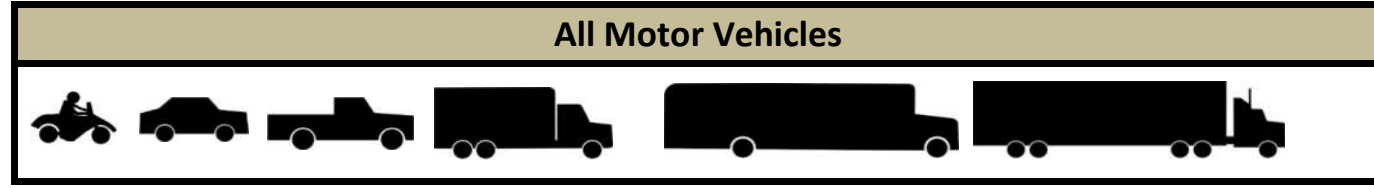
| Pedestrians and Bicyclists | | Crossing North Approach S. 76th St. | | | Crossing East Approach Chase Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | Total Ped & Bike Volume |
|----------------------------|--------------|--|-----------|-------|---------------------------------------|-----------|-------|--|-----------|-------|-----------------------------|-----------|-------|-------------------------|
| 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 | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

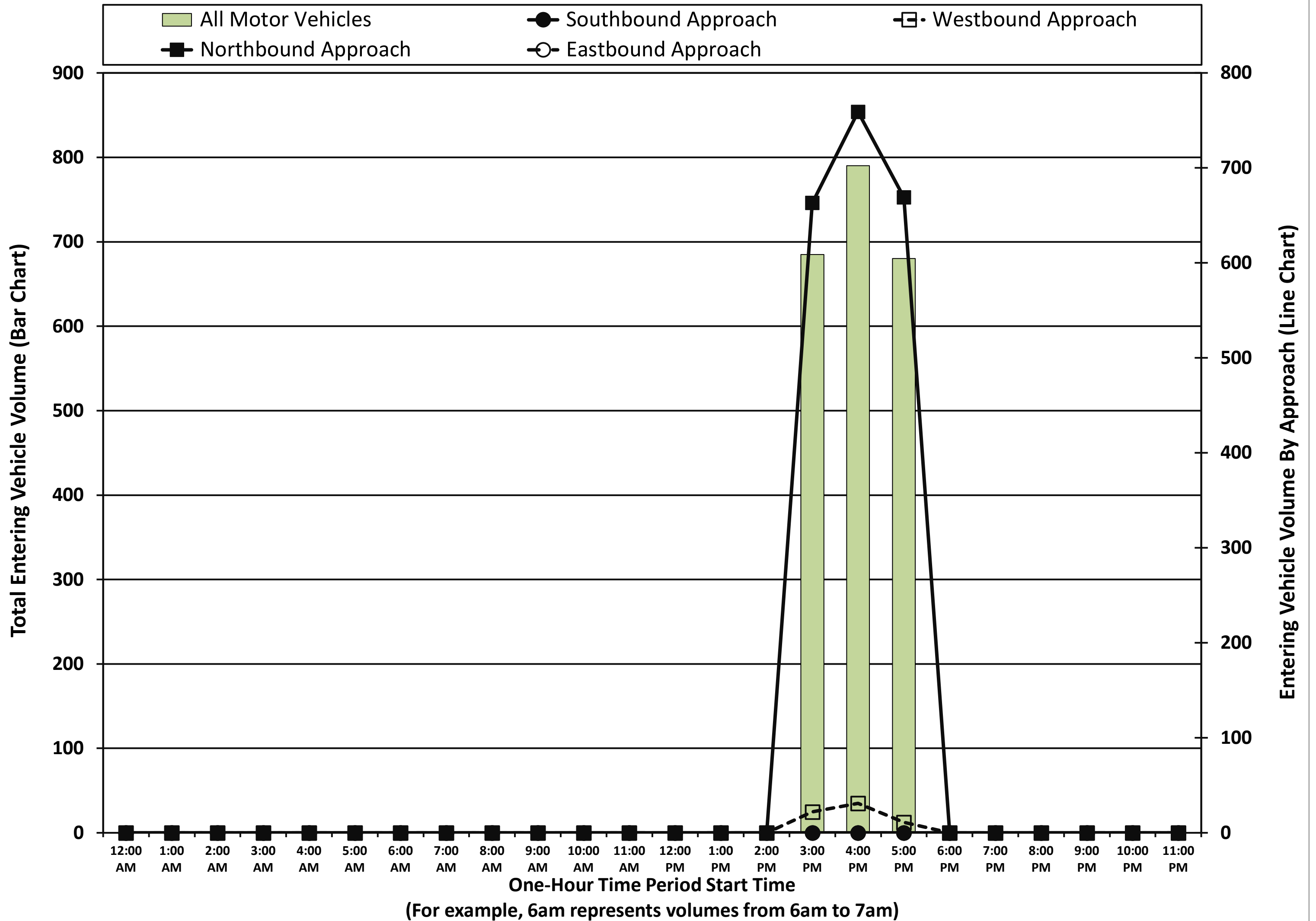
S. 76th St. & Chase Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 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 | |
| | | | | | | | | | | | | | | | | | | | | | | | Start Time | |
| Pre-AM | 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 8:00 AM | 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 | |
| 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 | |
| | 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 | |
| | 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 | |
| | 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 | |
| | 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 | |
| PM | 3:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 17 | 646 | 0 | 0 | 663 | 0 | 0 | 0 | 0 | 0 | 685 | 22 | 663 |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 31 | 19 | 740 | 0 | 0 | 759 | 0 | 0 | 0 | 0 | 0 | 790 | 31 | 759 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 13 | 656 | 0 | 0 | 669 | 0 | 0 | 0 | 0 | 0 | 680 | 11 | 669 |
| | 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 64 | 49 | 2042 | 0 | 0 | 2091 | 0 | 0 | 0 | 0 | 0 | 2155 | 64 | 2091 |

Graphical Summary of Hourly Volumes

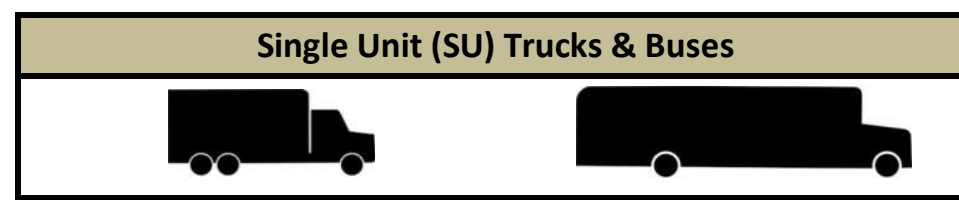


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 7 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

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

S. 76th St. & Chase Drwy.



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

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 23 | |

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

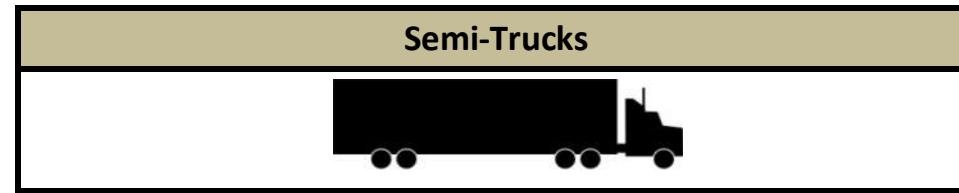
| Hourly Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Hourly Volume |
|--------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 8 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Semi-Truck Data

S. 76th St. & Chase Drwy.



15-Minute Semi-Truck Data

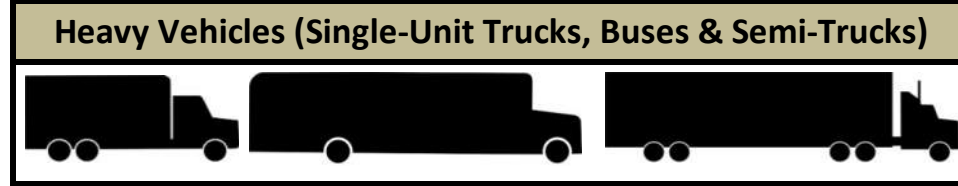
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 15-Min Totals | Hourly Sum | |
|-----------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|---|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 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 |
| 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 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 7:00 PM | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

| | | | |
|-------------------------------------|-------------|---------------------|--|
| Count Basics | | Page 9 of 13 | |
| Start Date: Wednesday, May 17, 2023 | Weekday | Schools in Session | |
| Total Number of Hours Counted: 3 | Non-Holiday | No Special Events | |

15-Minute Heavy Vehicle Data

S. 76th St. & Chase Drwy.



15-Minute Heavy Vehicle Data

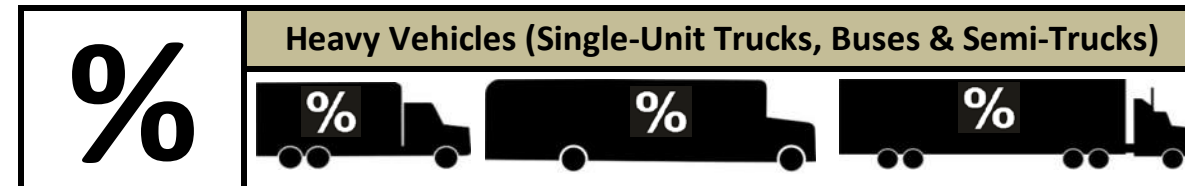
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 15-Min Totals | Hourly Sum | | | |
|-----------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|---|---|----|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 17 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 14 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 10 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 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 | 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 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 5:15 PM | 0 | 0 | 0 | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 5:45 PM | 0 | 0 | 0 | 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 | | | | | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

| | | | | | |
|--------------------------------|-------------------------|--------------|----------------------|---------------------|--|
| Count Basics | | | Page 10 of 13 | | |
| Start Date: | Wednesday, May 17, 2023 | Weekday: | | Schools in Session: | |
| Total Number of Hours Counted: | 3 | Non-Holiday: | | No Special Events: | |

15-Minute Heavy Vehicle Percentages

S. 76th St. & Chase Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|-------------------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | [Summary Totals] | | | | | | | | | | | | | | | | | | | | | |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Chase Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Chase Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|-------|---------------------------------------|-----------|-------|--|-----------|-------|-----------------------------|-----------|-------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: S. 76th St.
 Minor St: Chase Drwy.
 Intersection of: S. 76th St. & Chase Drwy.

IX_ID:



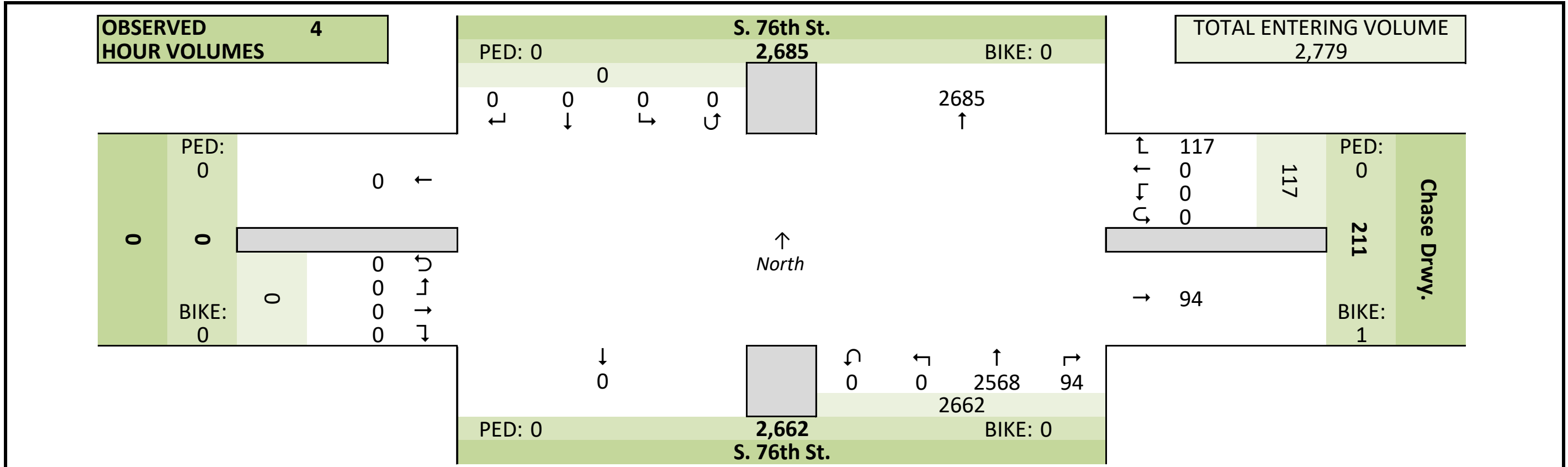
Site Information

| | | | |
|------------------------------|---|------------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region SE | |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Chase Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | 0 | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

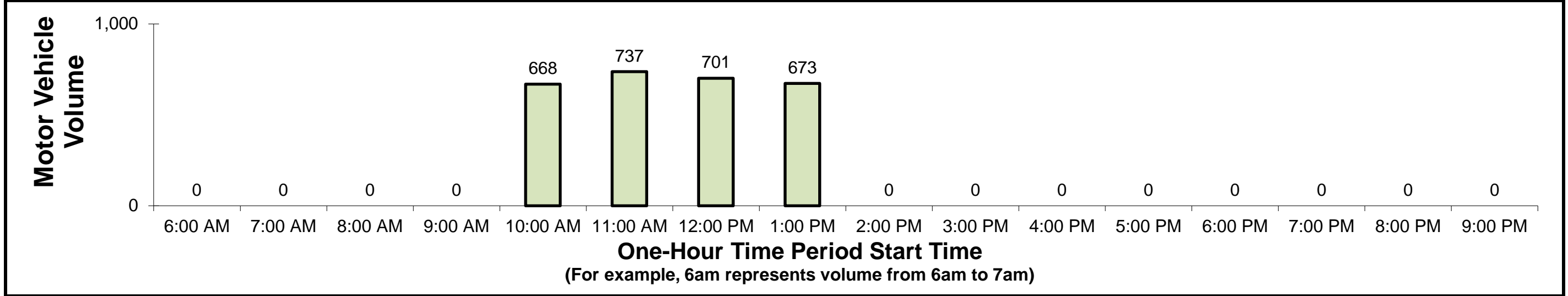
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:15-12:15am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

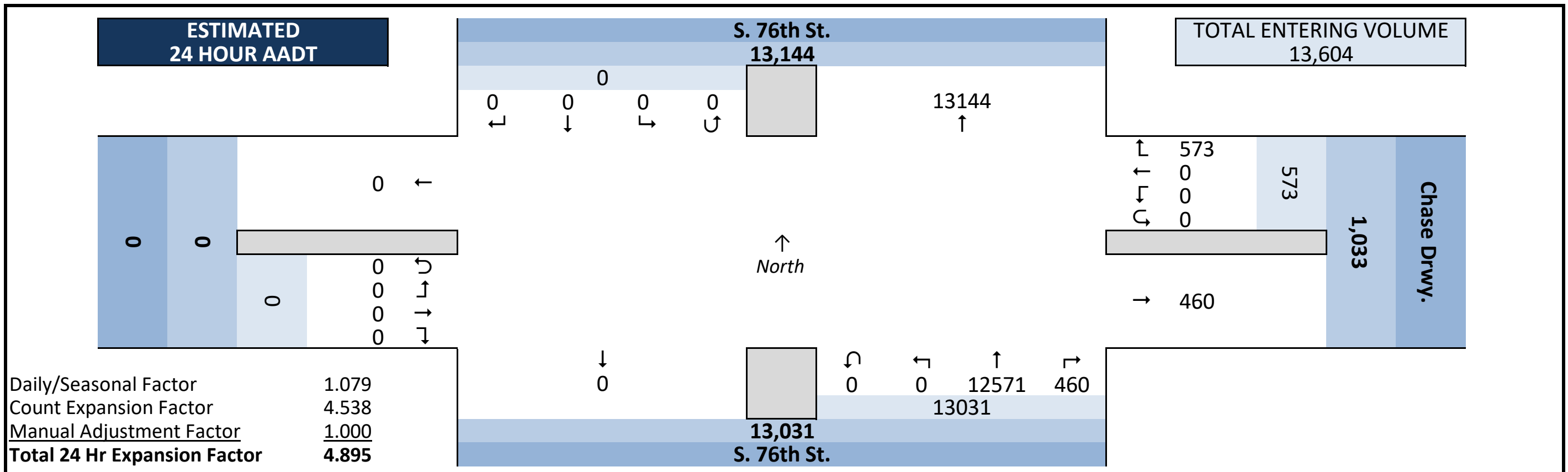
Observed 4 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

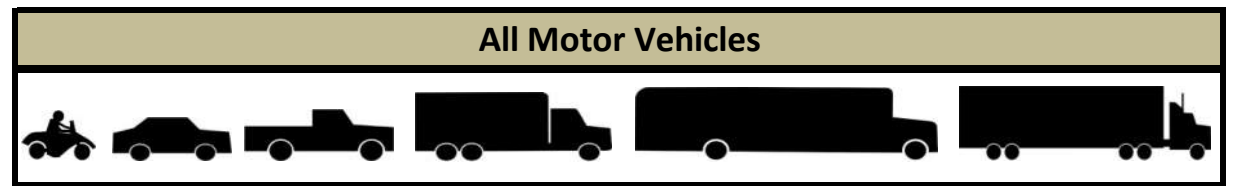


Intersection Traffic Volume Report

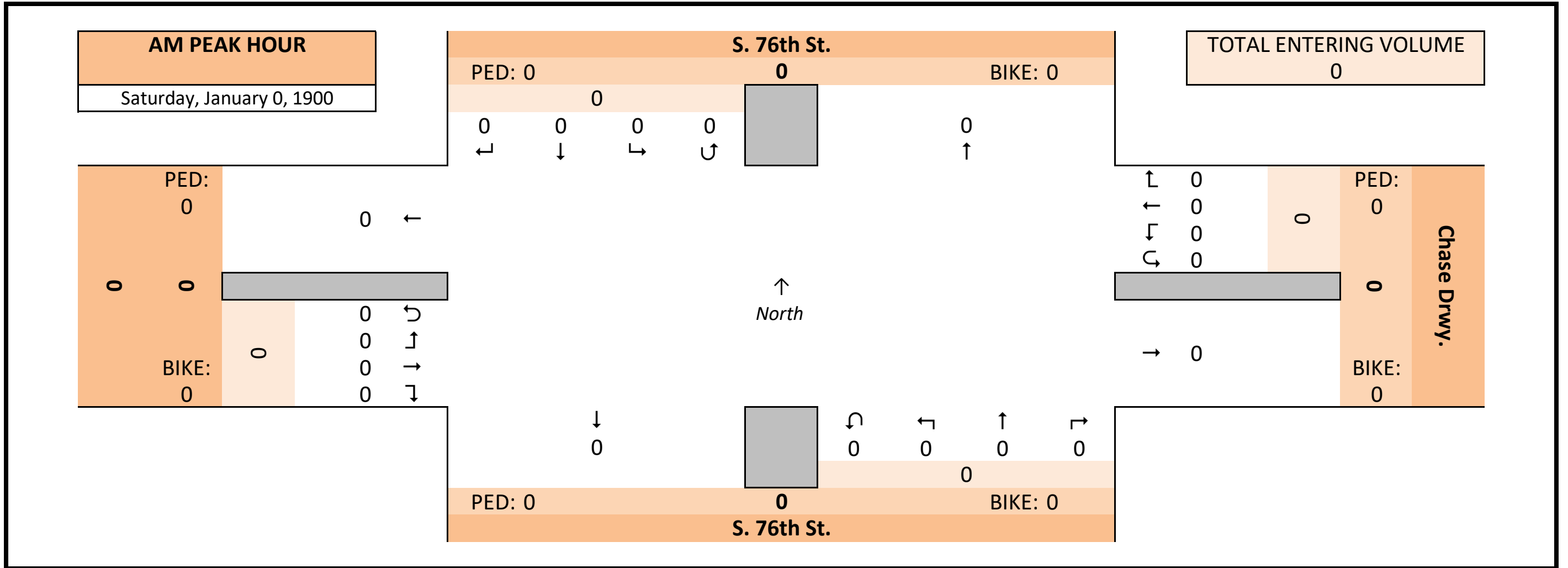
| Count Basics | | Page 2 of 13 | |
|--------------------------------|------------------------|--------------|--------------------|
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

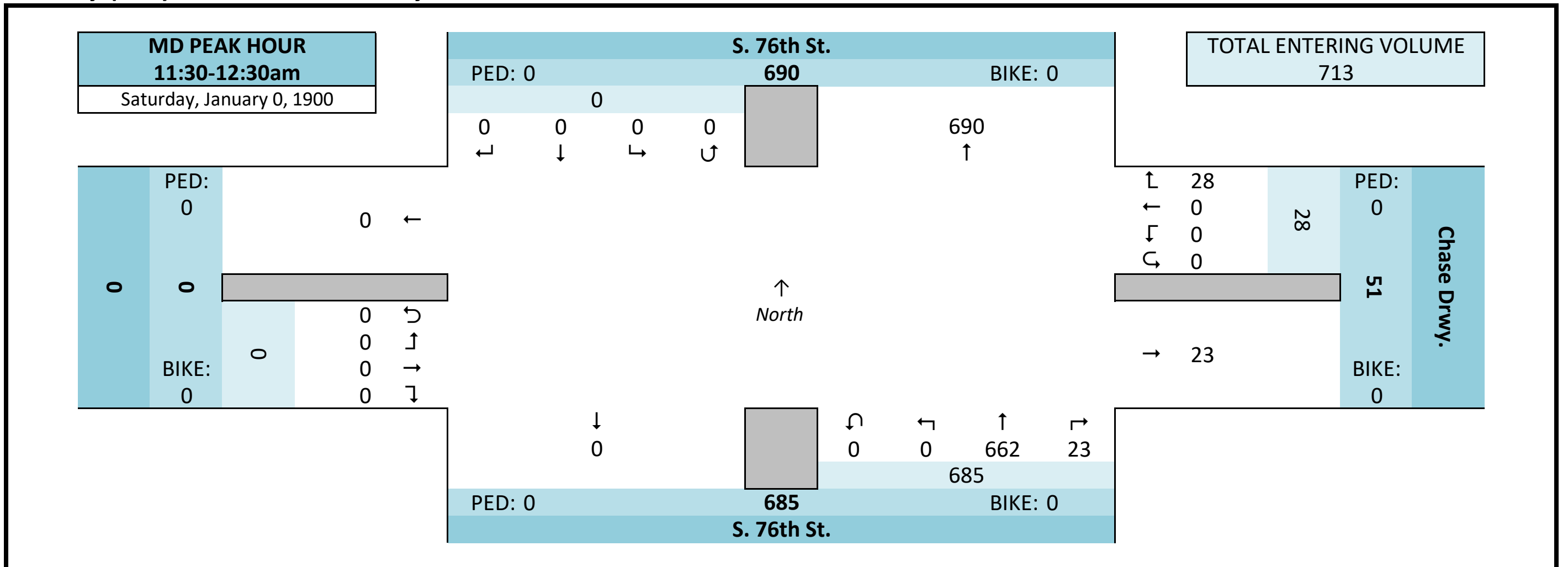
S. 76th St. & Chase Drwy.



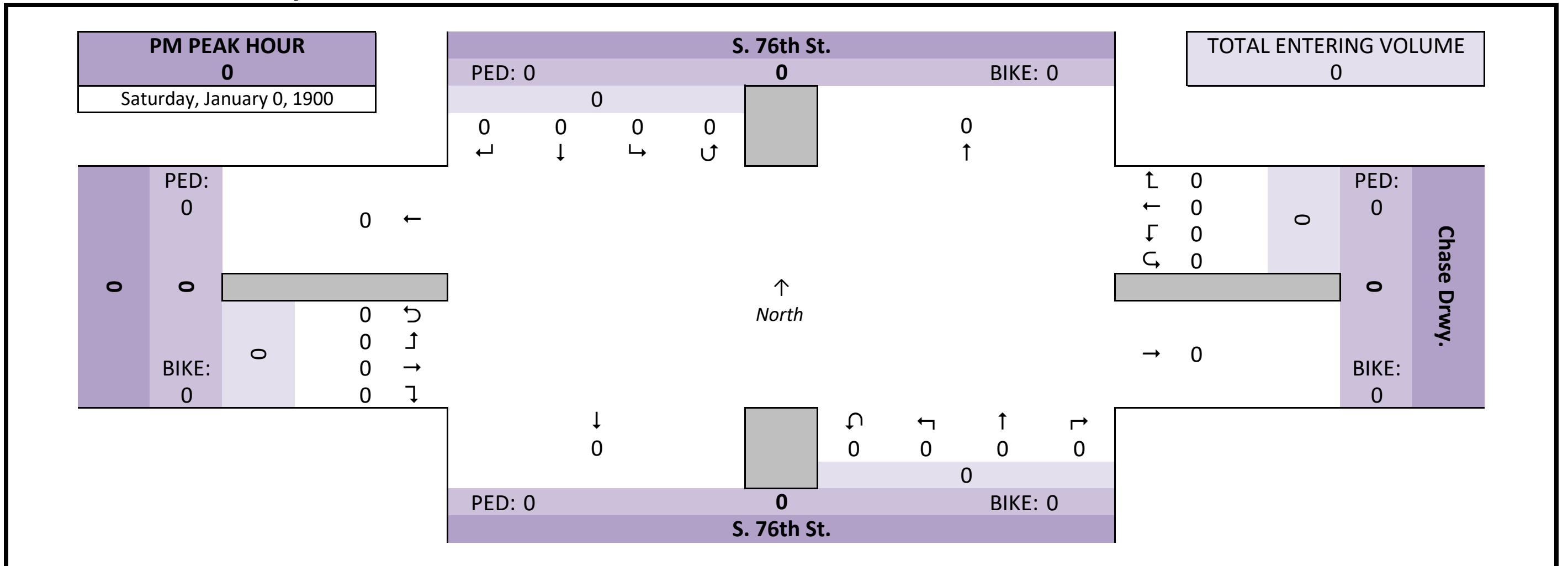
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

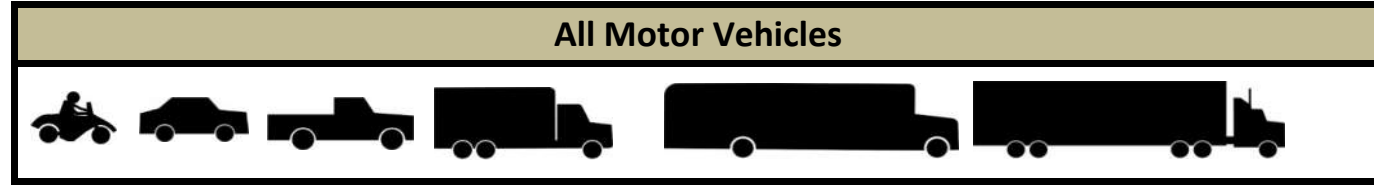


Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

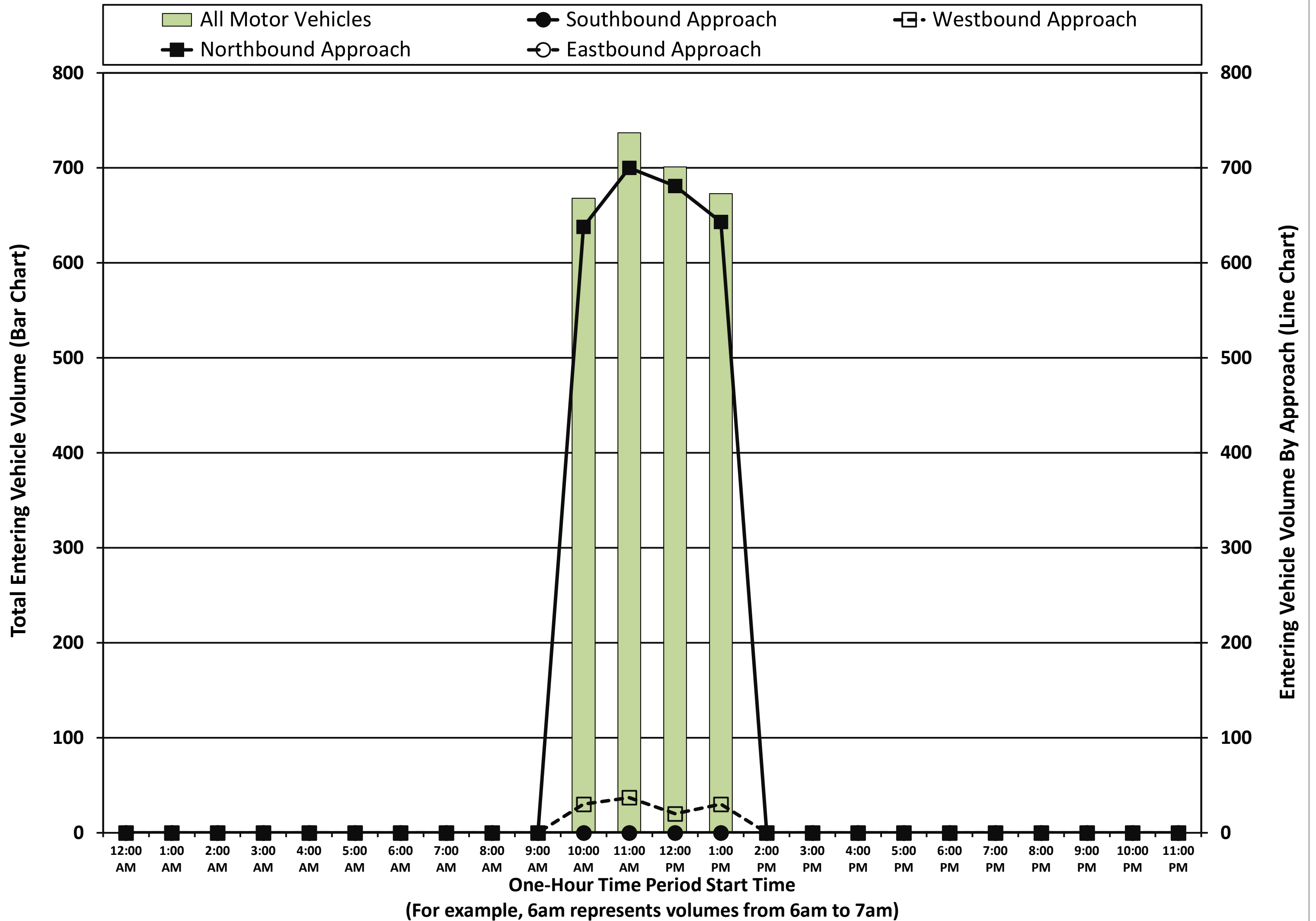
S. 76th St. & Chase Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Vehicle Volume | Directional Volume Totals | | |
|----------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|----------------------|---------------------------|-----|------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MD | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 29 | 609 | 0 | 0 | 638 | 0 | 0 | 0 | 0 | 0 | 0 | 668 | 30 | 638 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 37 | 29 | 671 | 0 | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 737 | 37 | 700 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 18 | 663 | 0 | 0 | 681 | 0 | 0 | 0 | 0 | 0 | 0 | 701 | 20 | 681 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 18 | 625 | 0 | 0 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 673 | 30 | 643 |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 117 | 94 | 2568 | 0 | 0 | 2662 | 0 | 0 | 0 | 0 | 0 | 0 | 2779 | 117 | 2662 |

Graphical Summary of Hourly Volumes

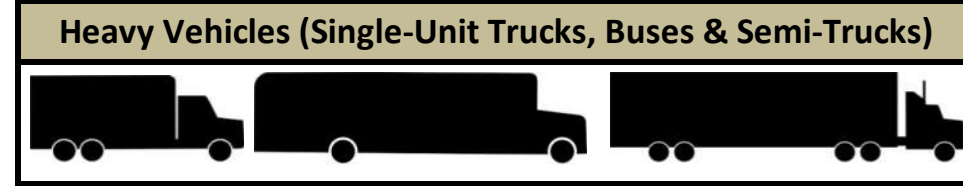


Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Data

S. 76th St. & Chase Drwy.



15-Minute Heavy Vehicle Data

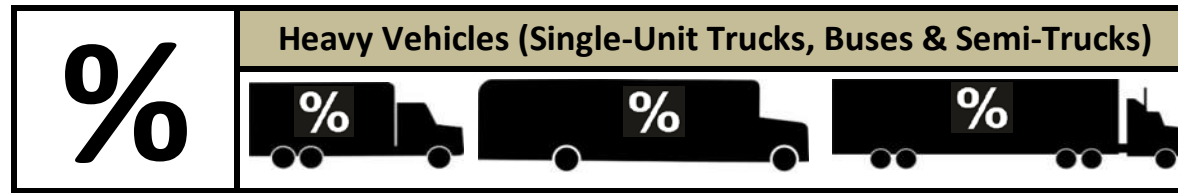
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 15-Min Totals | Hourly Sum | | | |
|-----------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|---|---|---|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | 2 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 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 | 1 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 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 | 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 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 5 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 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 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 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 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 5:45 PM | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Percentages

S. 76th St. & Chase Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|-------------------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | [Summary Totals] | | | | | | | | | | | | | | | | | | | | | |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Chase Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 11:30 AM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 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

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Chase Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Chase Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|-------|---------------------------------------|-----------|-------|--|-----------|-------|-----------------------------|-----------|-------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 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 |
| 10:30 AM | 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 |
| 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 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S. 76th St.
 Minor St: Walgreens Drwy.
 Intersection of: S. 76th St. & Walgreens Drwy.

IX_ID:



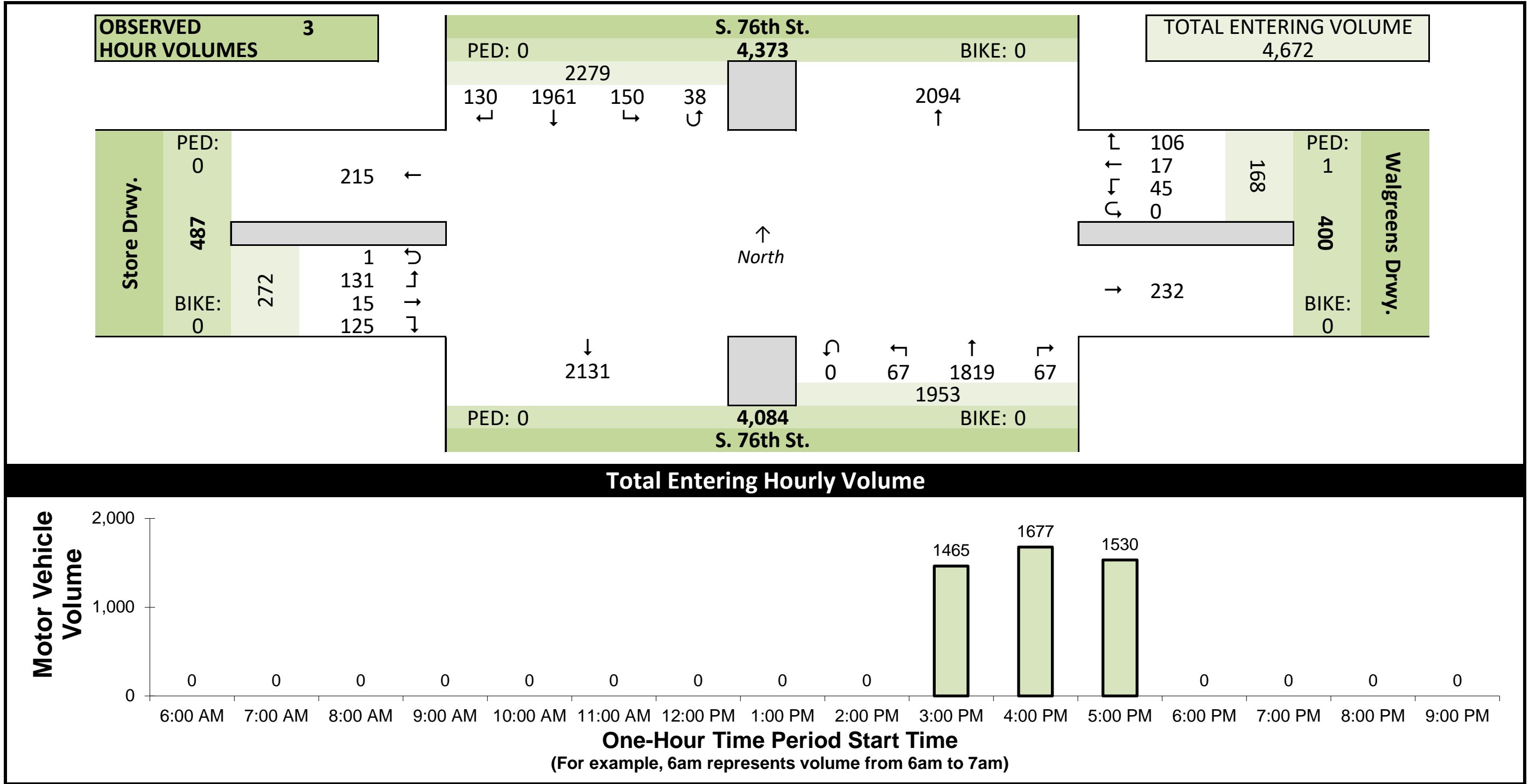
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Walgreens Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | Store Drwy. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

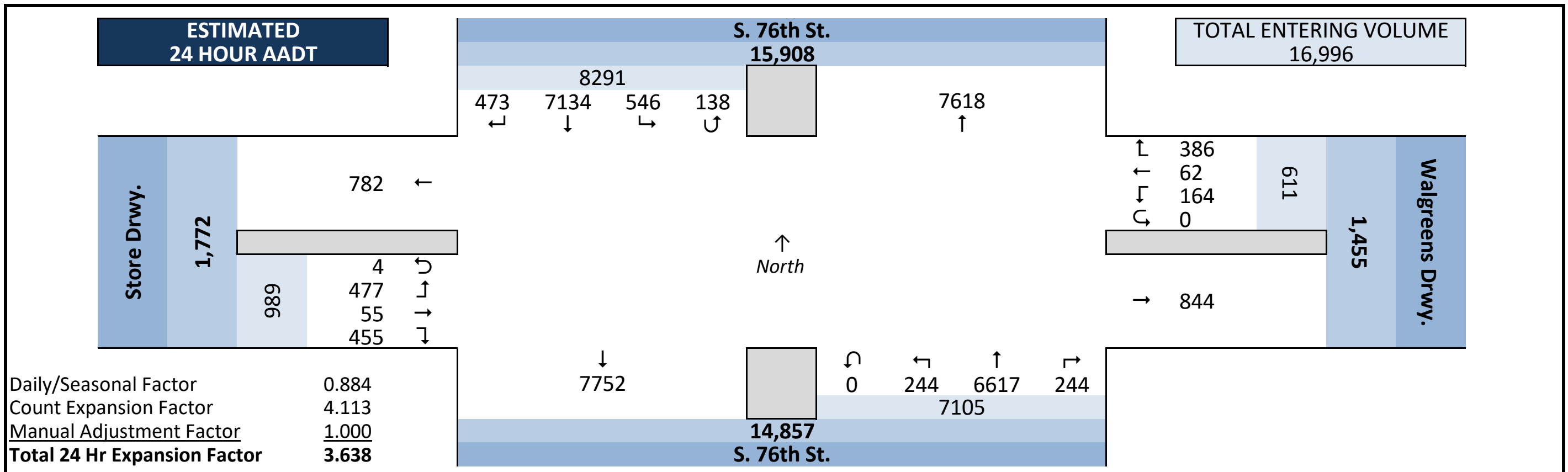
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | | | Clear & Dry |
| Midday Peak Period | | | Clear & Dry |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | AM | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT

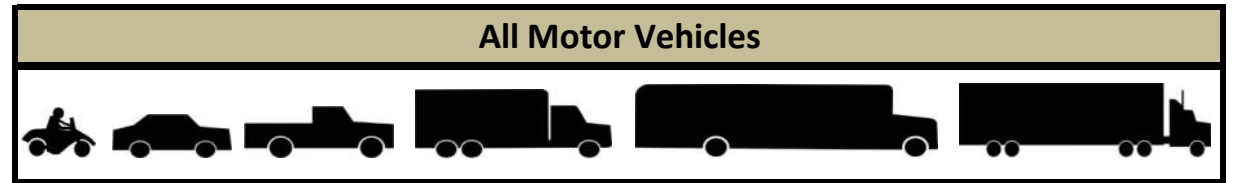


Intersection Traffic Volume Report

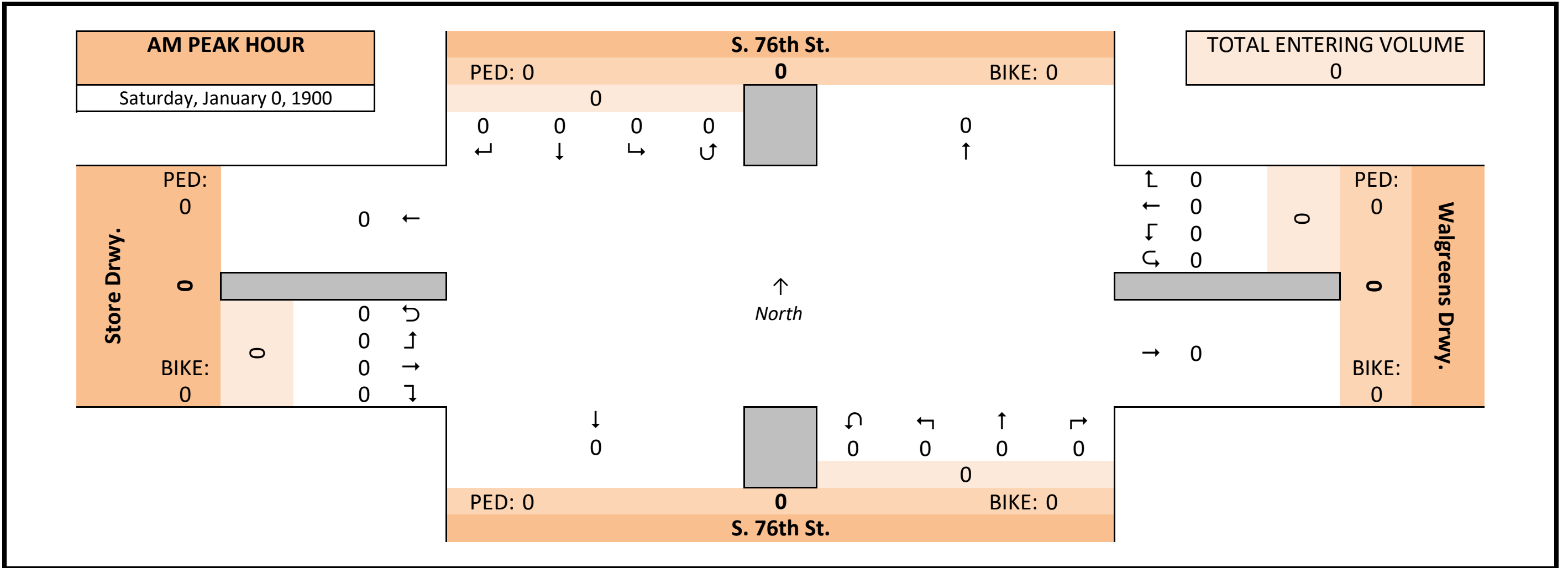
| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 2 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

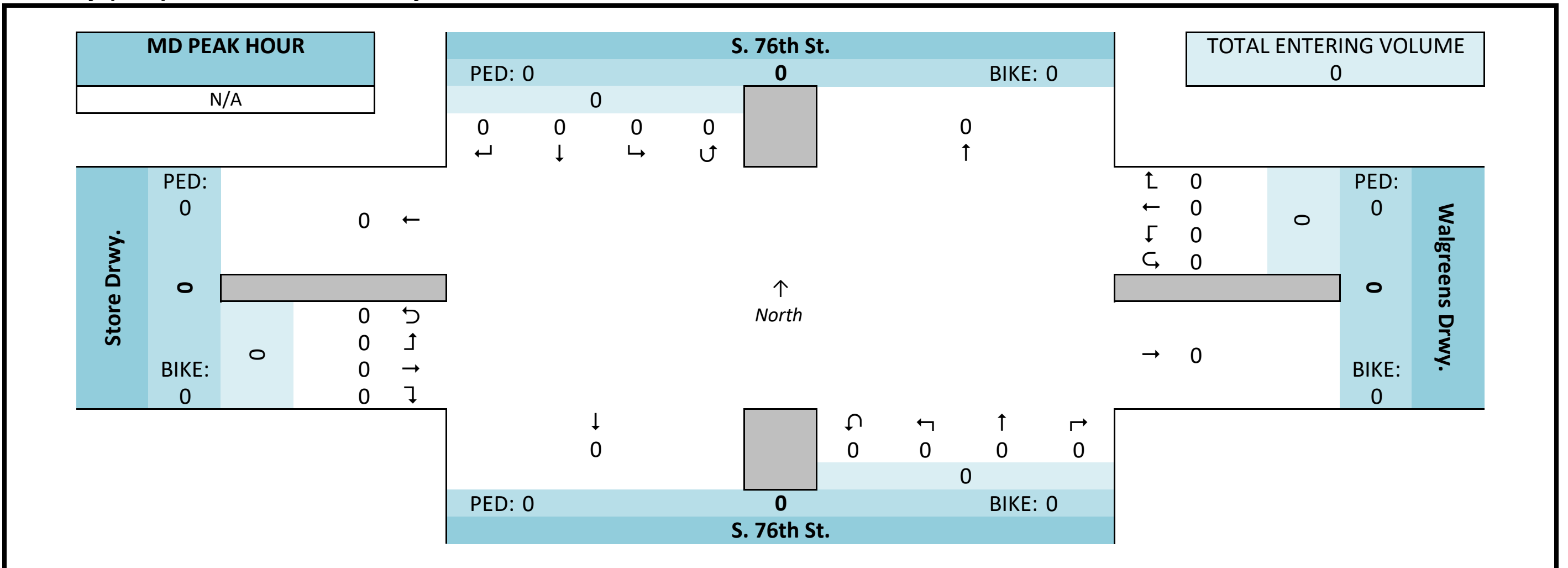
S. 76th St. & Walgreens Drwy.



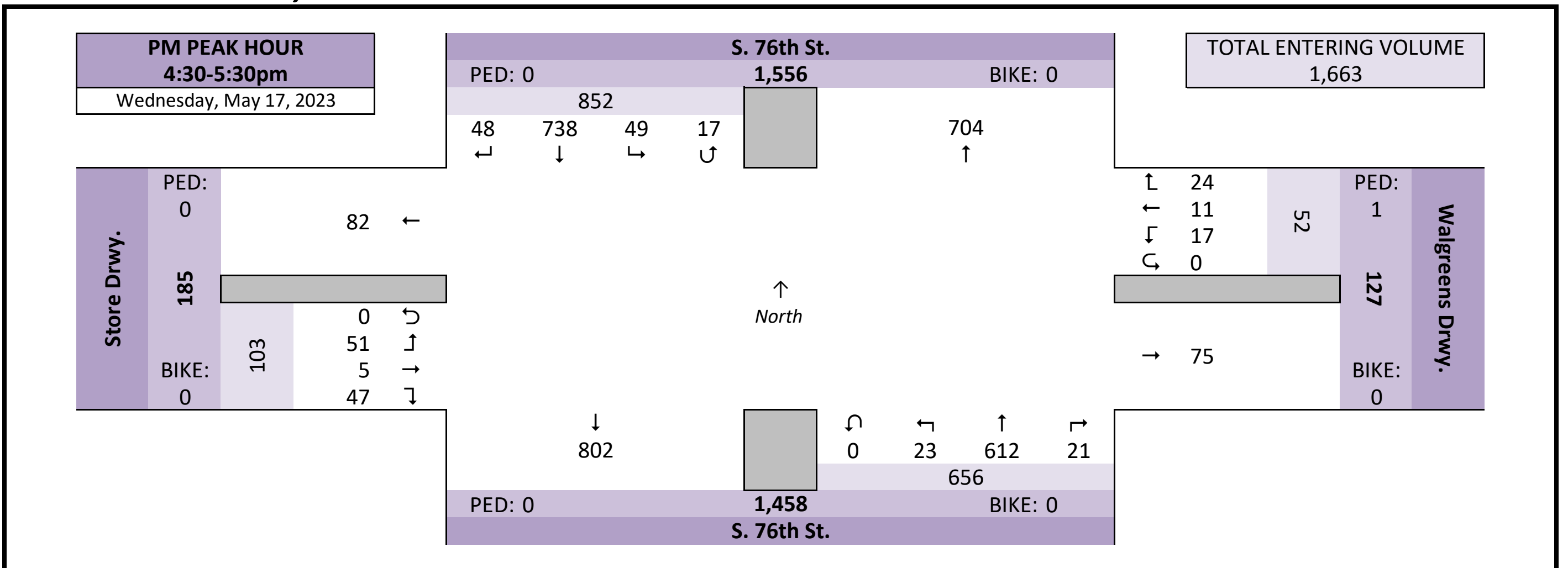
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

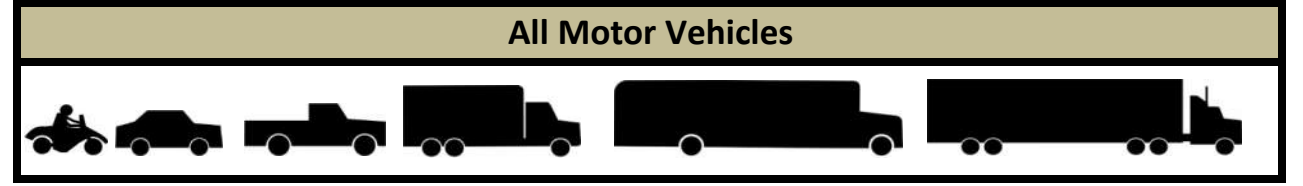


Intersection Traffic Volume Report

| Count Basics | | Page 3 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

S. 76th St. & Walgreens Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| N/A | | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|------------------------|-----------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Wednesday, May 17, 2023 | | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|-------------------------|-----------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:30 PM | 15 | 174 | 13 | 2 | 204 | 8 | 3 | 2 | 0 | 13 | 6 | 178 | 1 | 0 | 185 | 9 | 2 | 10 | 0 | 21 | |
| | 4:45 PM | 12 | 215 | 14 | 3 | 244 | 5 | 2 | 5 | 0 | 12 | 5 | 151 | 10 | 0 | 166 | 15 | 3 | 17 | 0 | 35 | |
| | 5:00 PM | 10 | 174 | 13 | 7 | 204 | 4 | 4 | 3 | 0 | 11 | 6 | 144 | 5 | 0 | 155 | 11 | 0 | 13 | 0 | 24 | |
| | 5:15 PM | 11 | 175 | 9 | 5 | 200 | 7 | 2 | 7 | 0 | 16 | 4 | 139 | 7 | 0 | 150 | 12 | 0 | 11 | 0 | 23 | |
| | Peak Hour Volume | 48 | 738 | 49 | 17 | 852 | 24 | 11 | 17 | 0 | 52 | 21 | 612 | 23 | 0 | 656 | 47 | 5 | 51 | 0 | 103 | |
| | Rounded Hourly Volume | 50 | 740 | 50 | 15 | 855 | 25 | 10 | 15 | 0 | 50 | 20 | 610 | 25 | 0 | 655 | 45 | 5 | 50 | 0 | 100 | |
| | % Single Unit Trucks | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 2.1 | 0.0 | 0.0 | 0.0 | 1.0 | |
| | % Heavy Trucks | 2.1 | 0.0 | 0.0 | 0.0 | 0.1 | 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 | |
| | % Trucks (Total) | 2.1 | 0.4 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | 2.1 | 0.0 | 0.0 | 0.0 | 1.0 | |
| Peak Hour Factor (PHF) | 0.80 | 0.86 | 0.87 | 0.61 | 0.87 | 0.75 | 0.69 | 0.61 | 0.00 | 0.81 | 0.87 | 0.86 | 0.57 | 0.00 | 0.89 | 0.78 | 0.42 | 0.75 | 0.00 | 0.74 | | |

Peak Hour Pedestrian and Bicyclist Volumes

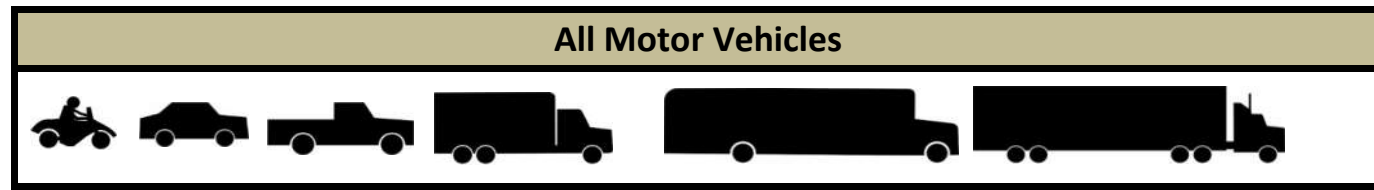
| Pedestrians and Bicyclists | | Crossing North Approach S. 76th St. | | | Crossing East Approach Walgreens Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | Total Ped & Bike Volume |
|----------------------------|----------|--|-----------|-------|---|-----------|-------|--|-----------|-------|---------------------------------------|-----------|-------|-------------------------|
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 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 | |
| | 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intersection Traffic Volume Report

| Count Basics | | Page 4 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

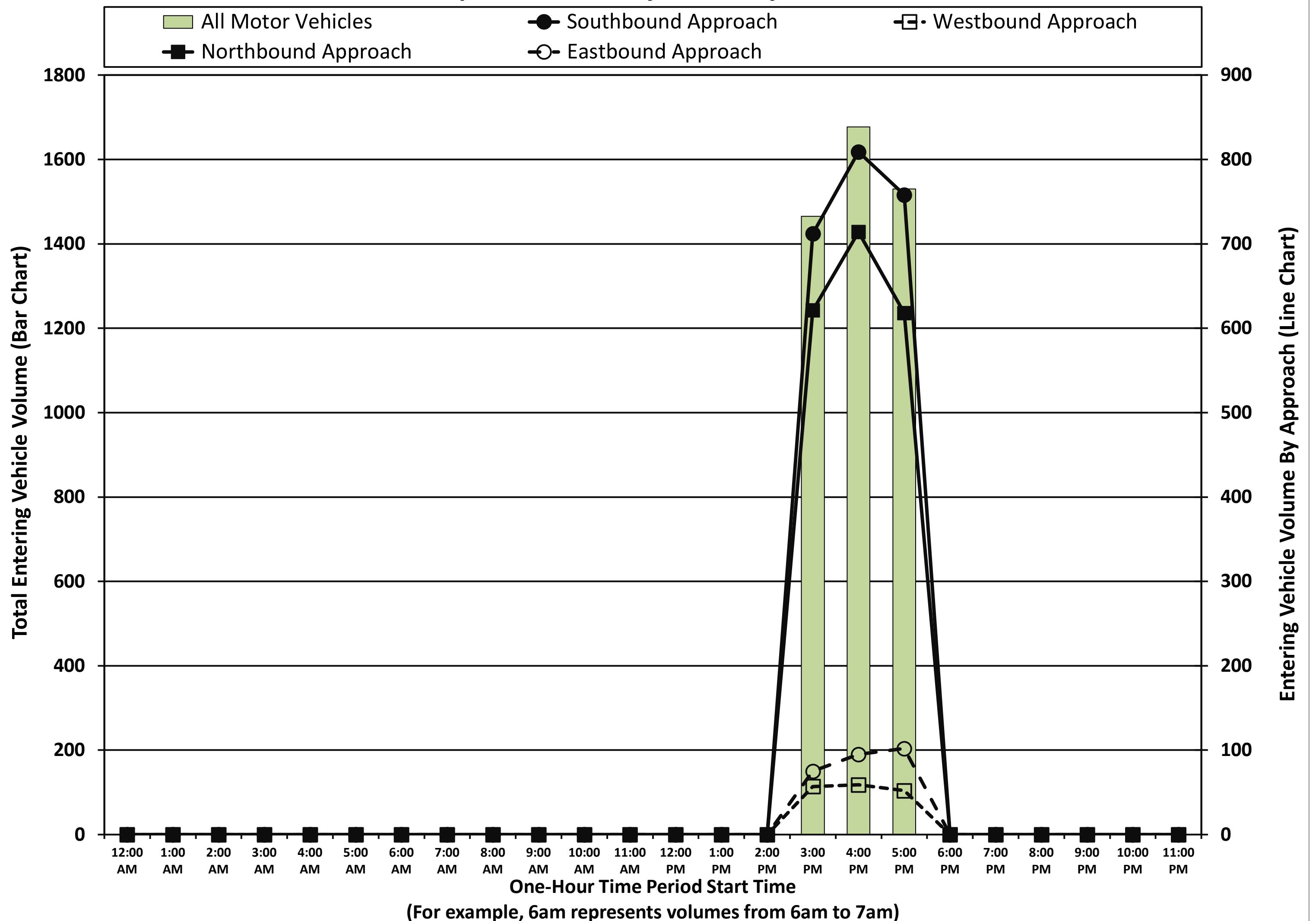
S. 76th St. & Walgreens Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 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 |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 39 | 605 | 55 | 13 | 712 | 39 | 3 | 15 | 0 | 57 | 24 | 581 | 16 | 0 | 621 | 38 | 4 | 32 | 1 | 75 | 1465 | 132 | 1333 |
| 4:00 PM | 42 | 705 | 54 | 8 | 809 | 37 | 7 | 15 | 0 | 59 | 20 | 671 | 23 | 0 | 714 | 39 | 8 | 48 | 0 | 95 | 1677 | 154 | 1523 |
| 5:00 PM | 49 | 651 | 41 | 17 | 758 | 30 | 7 | 15 | 0 | 52 | 23 | 567 | 28 | 0 | 618 | 48 | 3 | 51 | 0 | 102 | 1530 | 154 | 1376 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 130 | 1961 | 150 | 38 | 2279 | 106 | 17 | 45 | 0 | 168 | 67 | 1819 | 67 | 0 | 1953 | 125 | 15 | 131 | 1 | 272 | 4672 | 440 | 4232 |

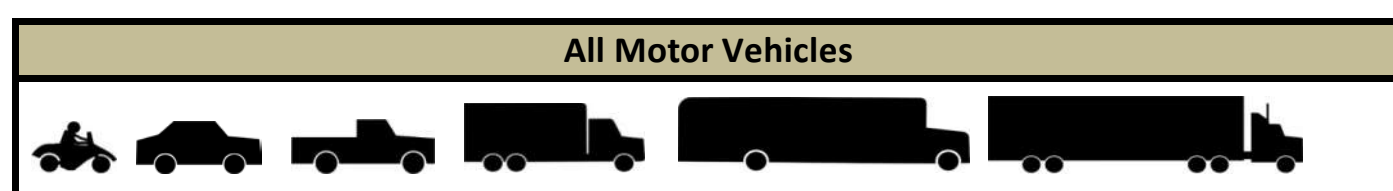
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

S. 76th St. & Walgreens Drwy.



15-Minute Motor Vehicle Data

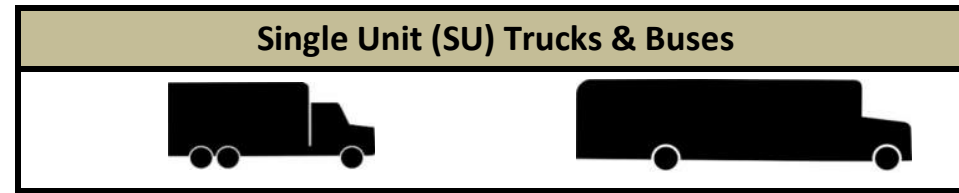
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 15-Min Totals | Hourly Sum | PHF | | | |
|-----------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------|------------|------|---|--|--|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 3:00 PM | 5 | 144 | 14 | 2 | 165 | 9 | 1 | 5 | 0 | 15 | 3 | 139 | 4 | 0 | 146 | 6 | 3 | 8 | 0 | 17 | 343 | 1465 | 0.94 | | | |
| 3:15 PM | 10 | 138 | 17 | 5 | 170 | 10 | 2 | 4 | 0 | 16 | 6 | 151 | 5 | 0 | 162 | 9 | 0 | 6 | 1 | 16 | 364 | 1548 | 0.91 | | | |
| 3:30 PM | 11 | 148 | 13 | 5 | 177 | 9 | 0 | 2 | 0 | 11 | 10 | 145 | 3 | 0 | 158 | 10 | 1 | 10 | 0 | 21 | 367 | 1555 | 0.91 | | | |
| 3:45 PM | 13 | 175 | 11 | 1 | 200 | 11 | 0 | 4 | 0 | 15 | 5 | 146 | 4 | 0 | 155 | 13 | 0 | 8 | 0 | 21 | 391 | 1611 | 0.95 | | | |
| 4:00 PM | 9 | 156 | 10 | 2 | 177 | 12 | 0 | 5 | 0 | 17 | 4 | 192 | 9 | 0 | 205 | 11 | 3 | 13 | 0 | 27 | 426 | 1677 | 0.92 | | | |
| 4:15 PM | 6 | 160 | 17 | 1 | 184 | 12 | 2 | 3 | 0 | 17 | 5 | 150 | 3 | 0 | 158 | 4 | 0 | 8 | 0 | 12 | 371 | 1645 | 0.90 | | | |
| 4:30 PM | 15 | 174 | 13 | 2 | 204 | 8 | 3 | 2 | 0 | 13 | 6 | 178 | 1 | 0 | 185 | 9 | 2 | 10 | 0 | 21 | 423 | 1663 | 0.91 | | | |
| 4:45 PM | 12 | 215 | 14 | 3 | 244 | 5 | 2 | 5 | 0 | 12 | 5 | 151 | 10 | 0 | 166 | 15 | 3 | 17 | 0 | 35 | 457 | 1650 | 0.90 | | | |
| 5:00 PM | 10 | 174 | 13 | 7 | 204 | 4 | 4 | 3 | 0 | 11 | 6 | 144 | 5 | 0 | 155 | 11 | 0 | 13 | 0 | 24 | 394 | 1530 | 0.93 | | | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 7 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

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

S. 76th St. & Walgreens Drwy.



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

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 0 | 15 | 0 | 1 | 16 | 0 | 0 | 1 | 0 | 1 | 0 | 21 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 2 | 40 | |

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

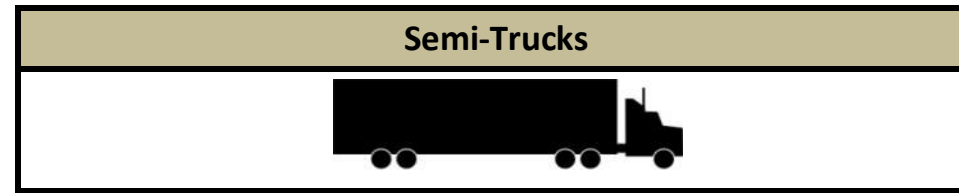
| Hourly Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Hourly Volume |
|--------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 5 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 8 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Semi-Truck Data

S. 76th St. & Walgreens Drwy.



15-Minute Semi-Truck Data

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | |

Peak Hour Semi-Truck Volume Summary

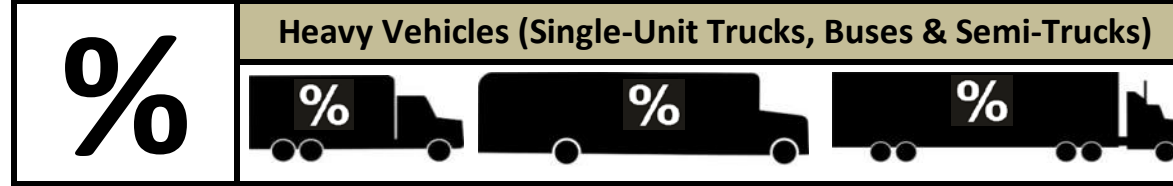
| Hourly Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Hourly Volume | |
|--------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------|---|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| 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 |
| 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 |
| PM 4:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|----------------------|--------------------|
| Count Basics | | Page 10 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday: | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday: | No Special Events |

15-Minute Heavy Vehicle Percentages

S. 76th St. & Walgreens Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|-------------------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 0.8 | 0.9 | 0.0 | 2.6 | 0.8 | 0.0 | 0.0 | 2.2 | 0.0 | 0.6 | 1.5 | 1.3 | 0.0 | 0.0 | 1.3 | 1.6 | 0.0 | 0.0 | 0.0 | 0.7 | 1.0 | |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 2.1 | 0.4 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | 2.1 | 0.0 | 0.0 | 0.0 | 1.0 | 0.4 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Walgreens Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Walgreens Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|-------|---|-----------|-------|--|-----------|-------|---------------------------------------|-----------|-------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 0 |
| 3:15 PM | 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 |
| 3:45 PM | 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 |
| 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 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: S. 76th St.
 Minor St: Walgreens Drwy.
 Intersection of: S. 76th St. & Walgreens Drwy.



IX_ID:

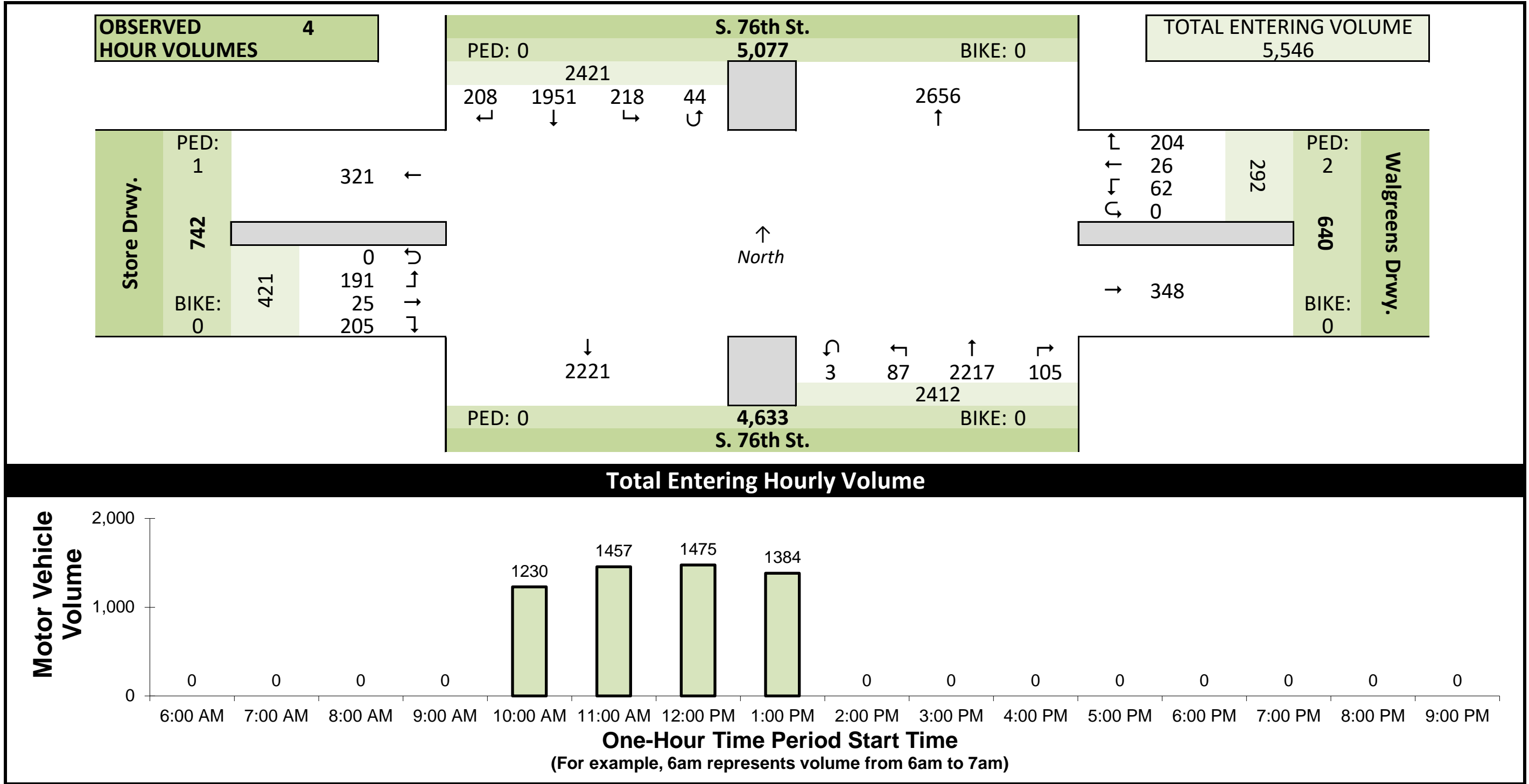
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Walgreens Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | Store Drwy. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

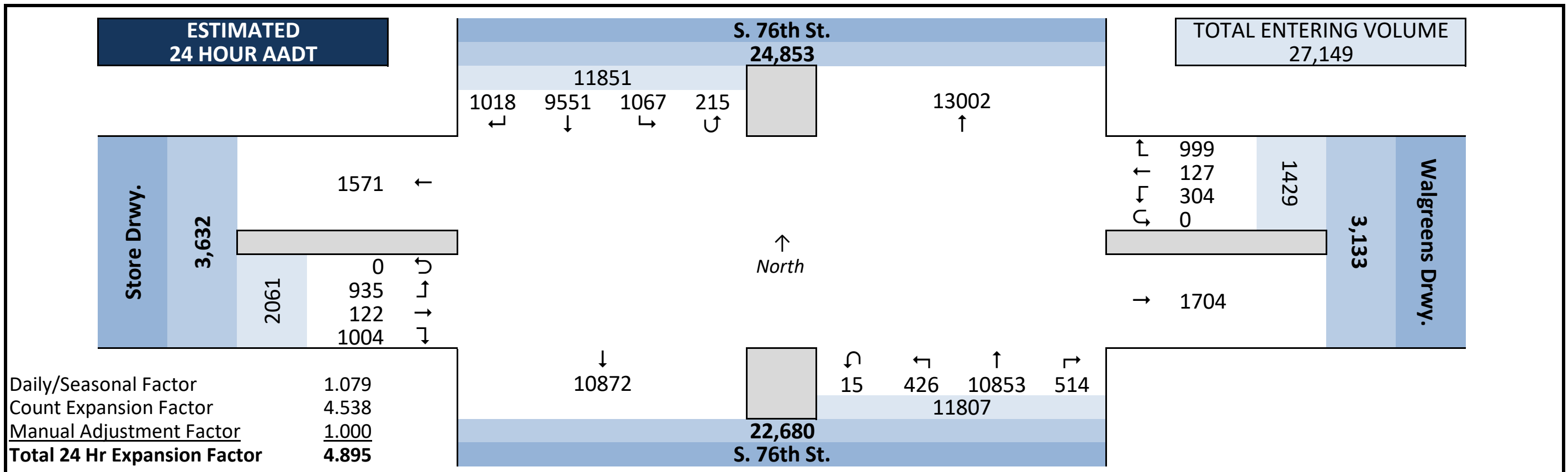
Count Information

| | | | |
|----------------------------------|--|---------------------------|---------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:15-12:15am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. |
| | | | 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

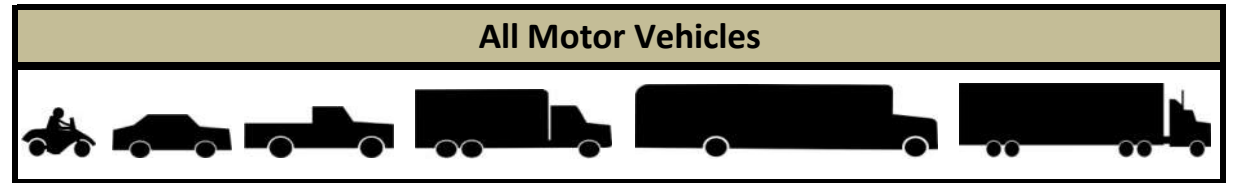


Intersection Traffic Volume Report

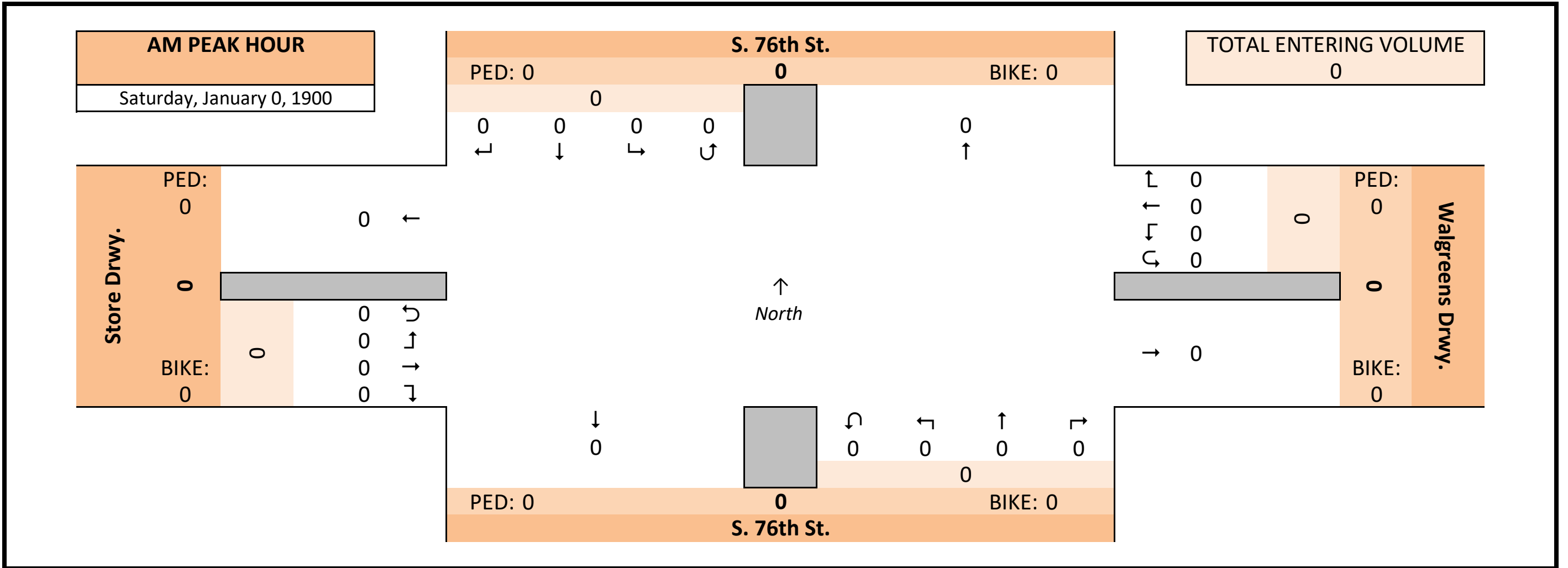
| Count Basics | | Page 2 of 13 | |
|--------------------------------|------------------------|--------------|--------------------|
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

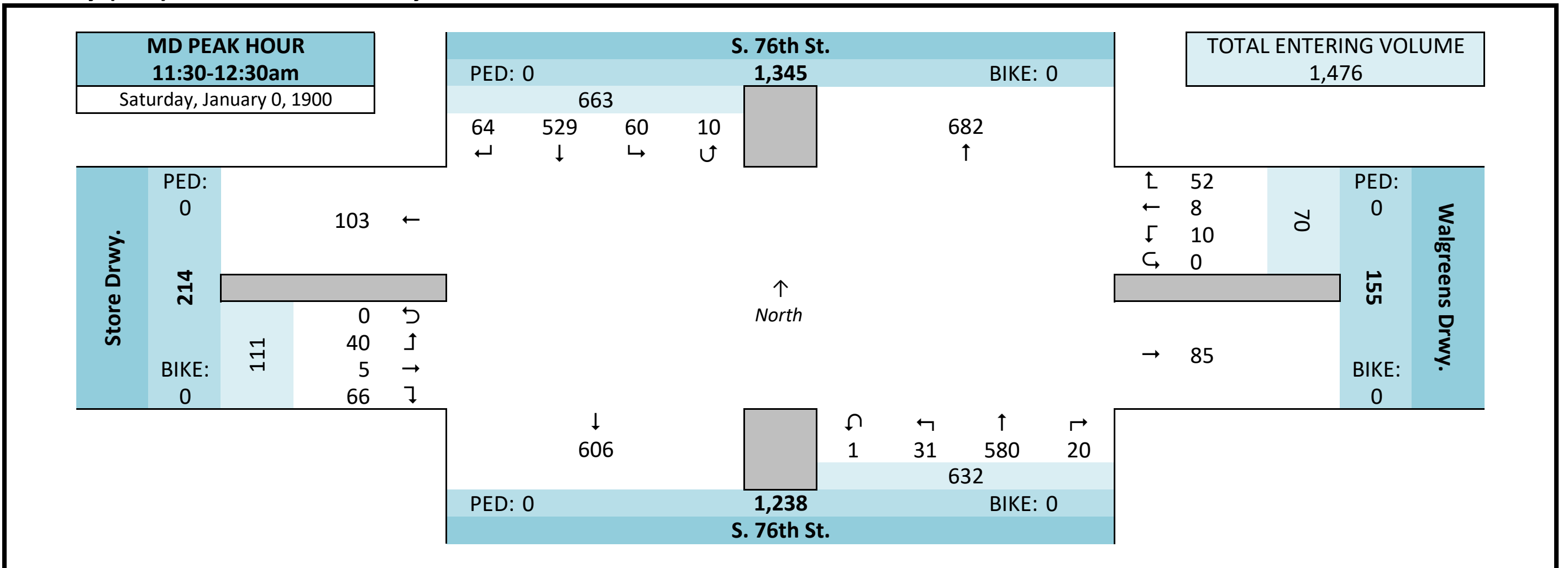
S. 76th St. & Walgreens Drwy.



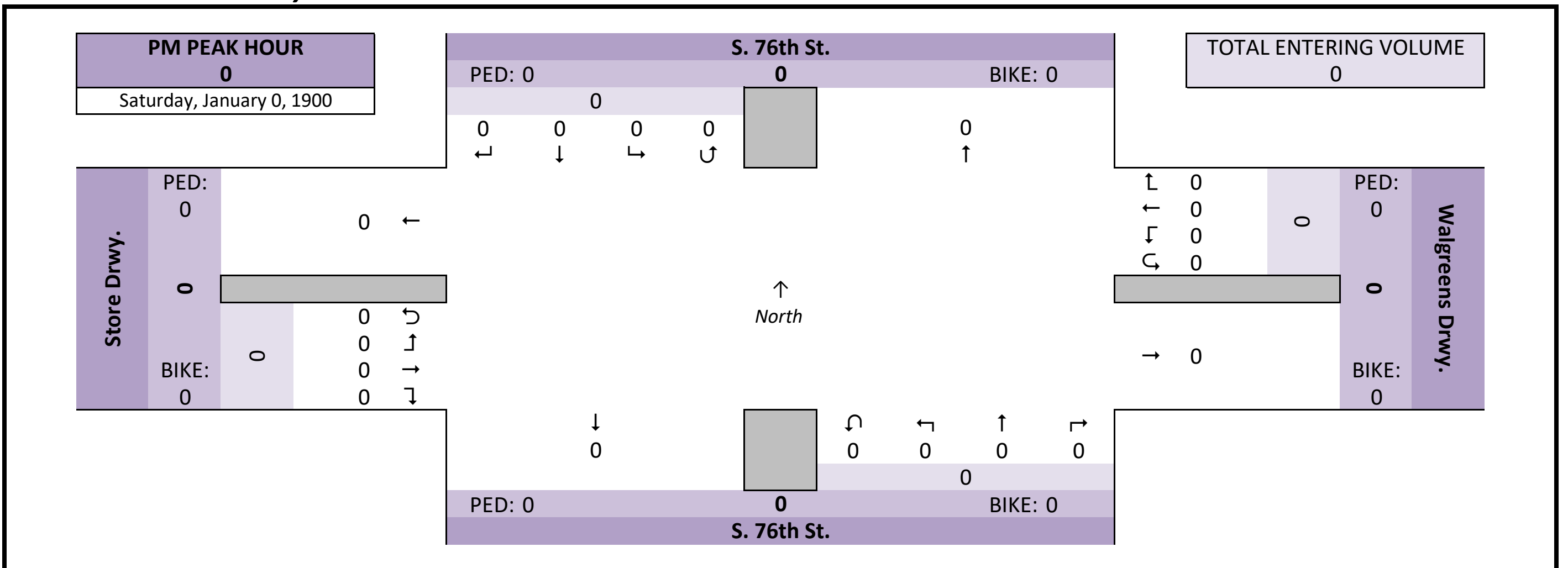
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

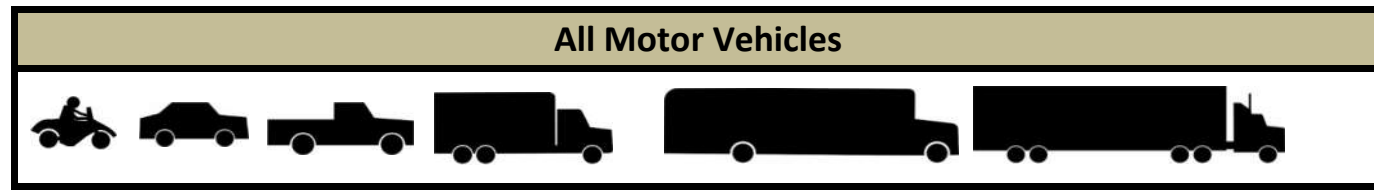


Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

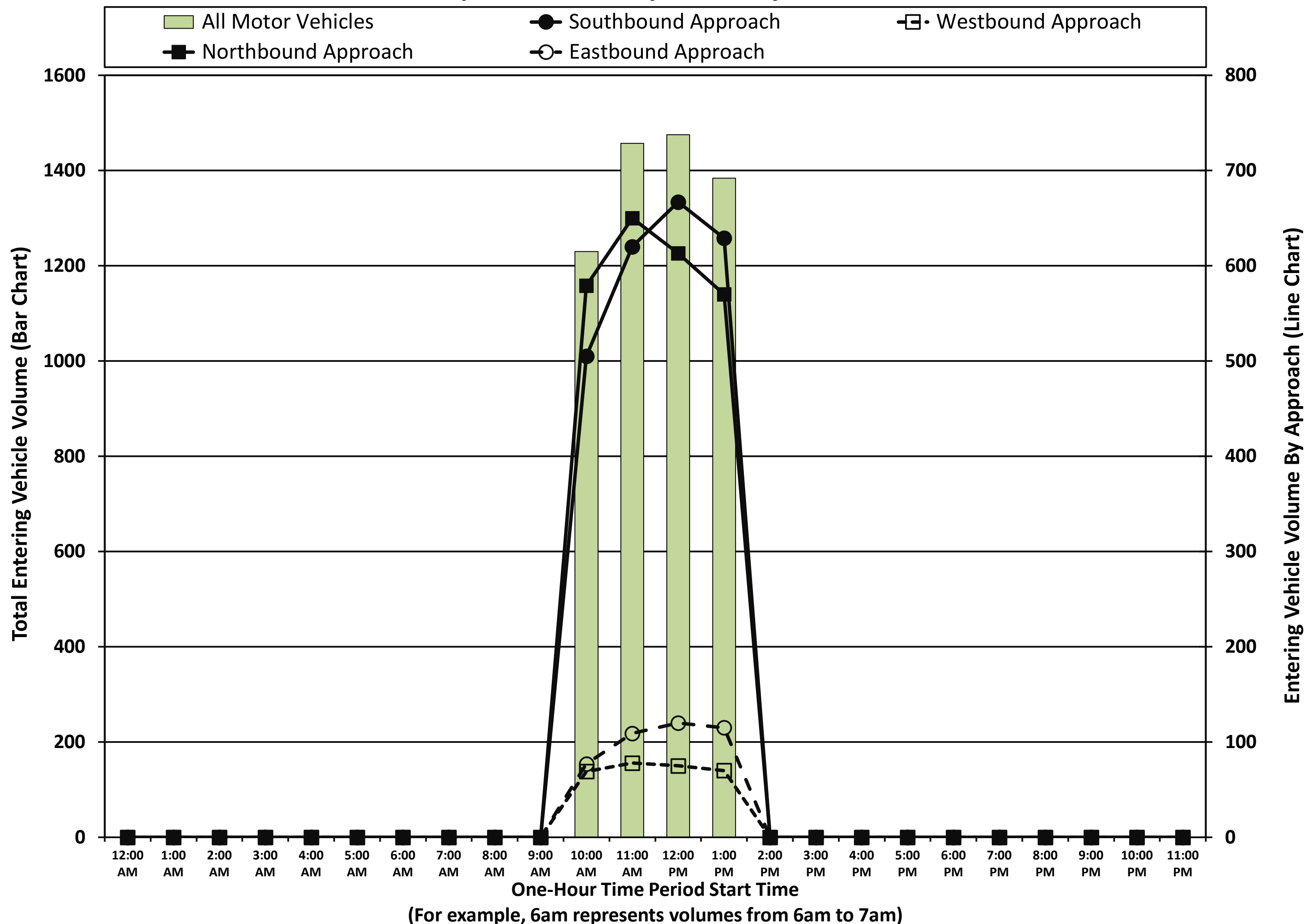
S. 76th St. & Walgreens Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Vehicle Volume | Directional Volume Totals | |
|----------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|----------------------|---------------------------|------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 40 | 403 | 52 | 10 | 505 | 50 | 5 | 14 | 0 | 69 | 30 | 531 | 17 | 1 | 579 | 25 | 7 | 45 | 0 | 77 | 1230 | 146 | 1084 |
| 11:00 AM | 55 | 497 | 57 | 11 | 620 | 51 | 6 | 21 | 0 | 78 | 26 | 588 | 36 | 0 | 650 | 58 | 3 | 48 | 0 | 109 | 1457 | 187 | 1270 |
| 12:00 PM | 55 | 551 | 54 | 7 | 667 | 57 | 6 | 12 | 0 | 75 | 22 | 564 | 25 | 2 | 613 | 64 | 7 | 49 | 0 | 120 | 1475 | 195 | 1280 |
| 1:00 PM | 58 | 500 | 55 | 16 | 629 | 46 | 9 | 15 | 0 | 70 | 27 | 534 | 9 | 0 | 570 | 58 | 8 | 49 | 0 | 115 | 1384 | 185 | 1199 |
| 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 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 208 | 1951 | 218 | 44 | 2421 | 204 | 26 | 62 | 0 | 292 | 105 | 2217 | 87 | 3 | 2412 | 205 | 25 | 191 | 0 | 421 | 5546 | 713 | 4833 |

Graphical Summary of Hourly Volumes

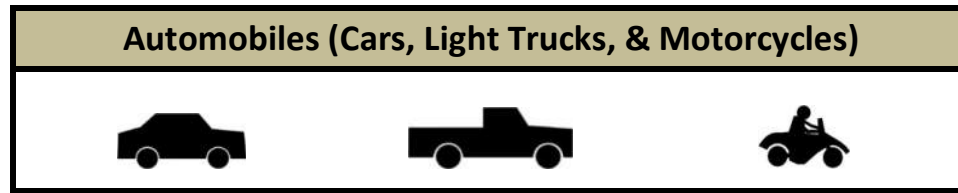


Intersection Traffic Volume Report

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

15-Minute Automobile Data

S. 76th St. & Walgreens Drwy.



15-Minute Automobile Data

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 208 | 1936 | 217 | 44 | 2405 | 203 | 26 | 62 | 0 | 291 | 105 | 2208 | 85 | 3 | 2401 | 203 | 25 | 190 | 0 | 418 | 5515 | |

Peak Hour Automobile Volume Summary

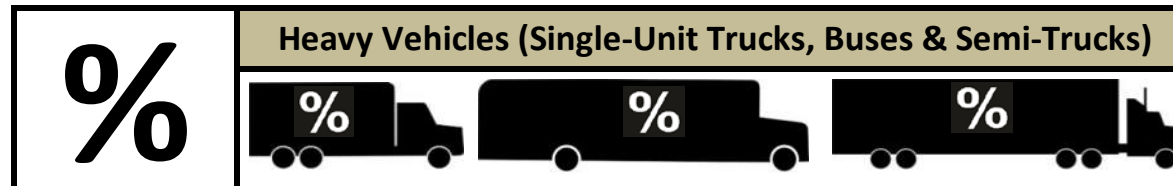
| Hourly Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Hourly Volume |
|--------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 11:30 AM | 64 | 525 | 59 | 10 | 658 | 52 | 8 | 10 | 0 | 70 | 20 | 576 | 29 | 1 | 626 | 65 | 5 | 39 | 0 | 109 | 1463 |
| 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, May 13, 2023 | Weekend: | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday: | No Special Events |

15-Minute Heavy Vehicle Percentages

S. 76th St. & Walgreens Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|-------------------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 0.0 | 0.8 | 0.5 | 0.0 | 0.7 | 0.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.4 | 2.3 | 0.0 | 0.5 | 1.0 | 0.0 | 0.5 | 0.0 | 0.7 | 0.6 | |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Walgreens Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 11:30 AM | 0.0 | 0.8 | 1.7 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 6.5 | 0.0 | 0.9 | 1.5 | 0.0 | 2.5 | 0.0 | 1.8 | 0.9 |
| 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

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Walgreens Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Walgreens Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|----------|---|-----------|----------|--|-----------|----------|---------------------------------------|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | 1 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S. 76th St.
 Minor St: Ace Hardware Drwy.
 Intersection of: S. 76th St. & Ace Hardware Drwy.



IX_ID:

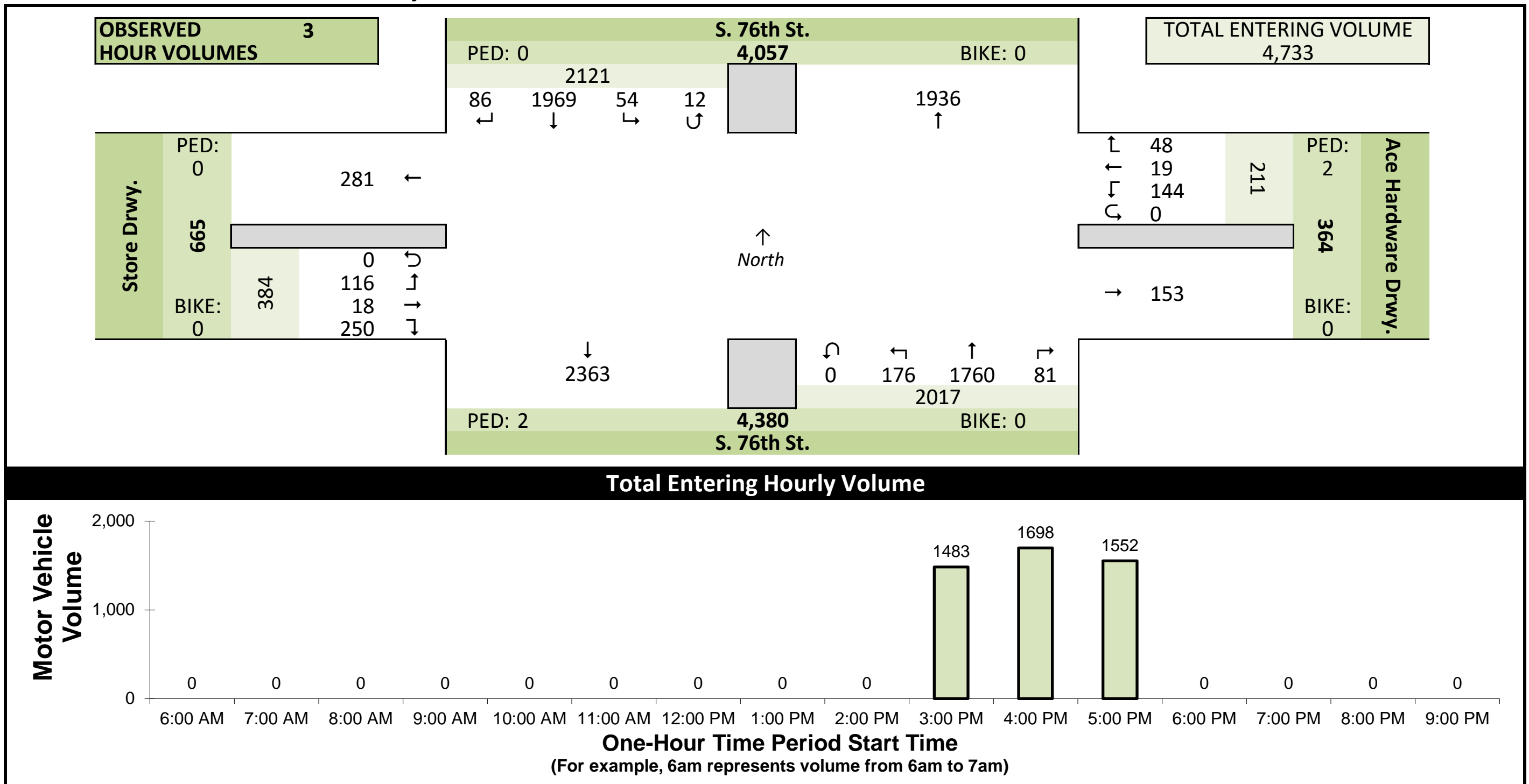
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Ace Hardware Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | Store Drwy. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

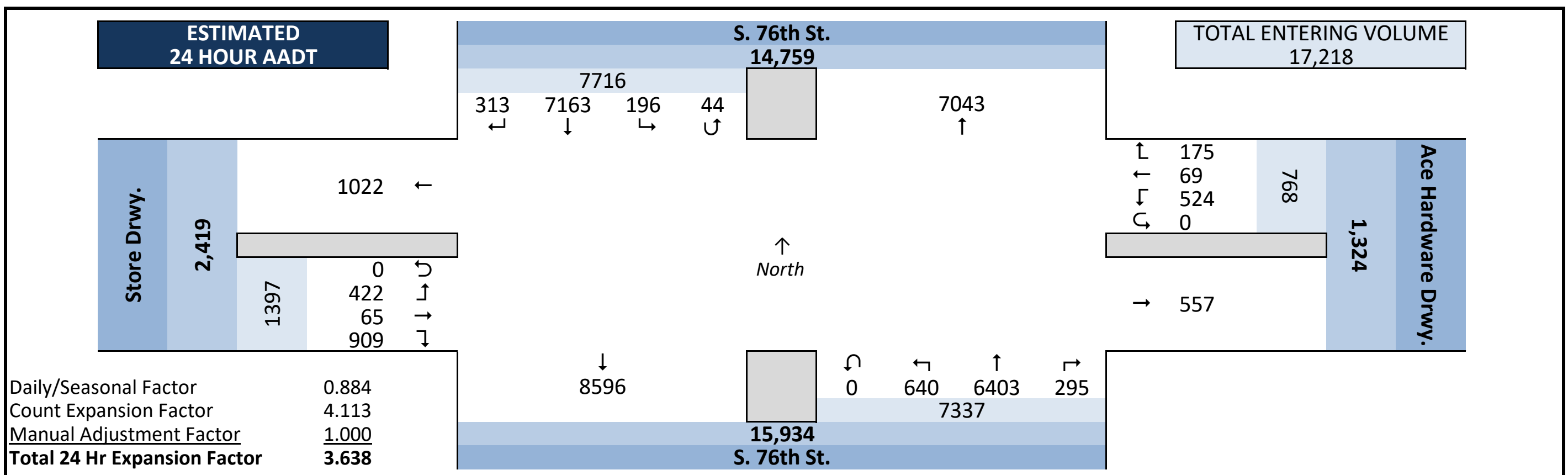
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | AM | MD | PM 4:30-5:30pm |
| Peak Hours Selected for Analysis | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT

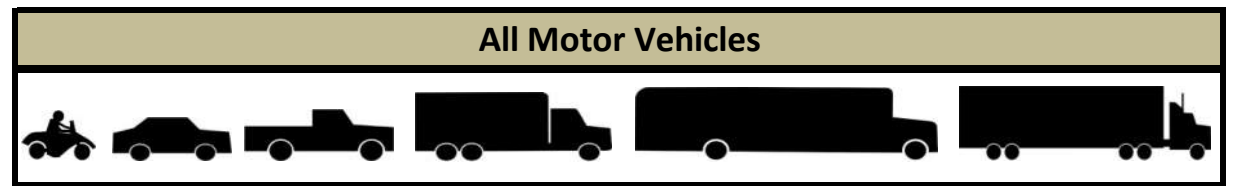


Intersection Traffic Volume Report

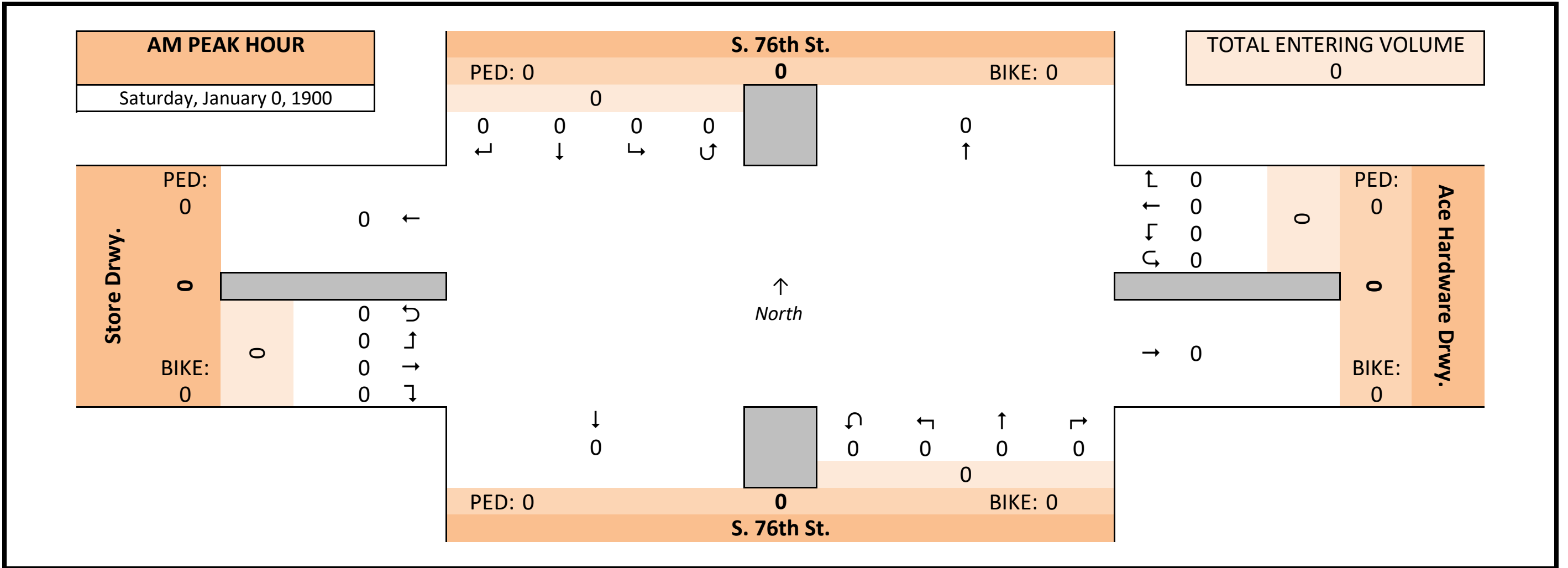
| Count Basics | | Page 2 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

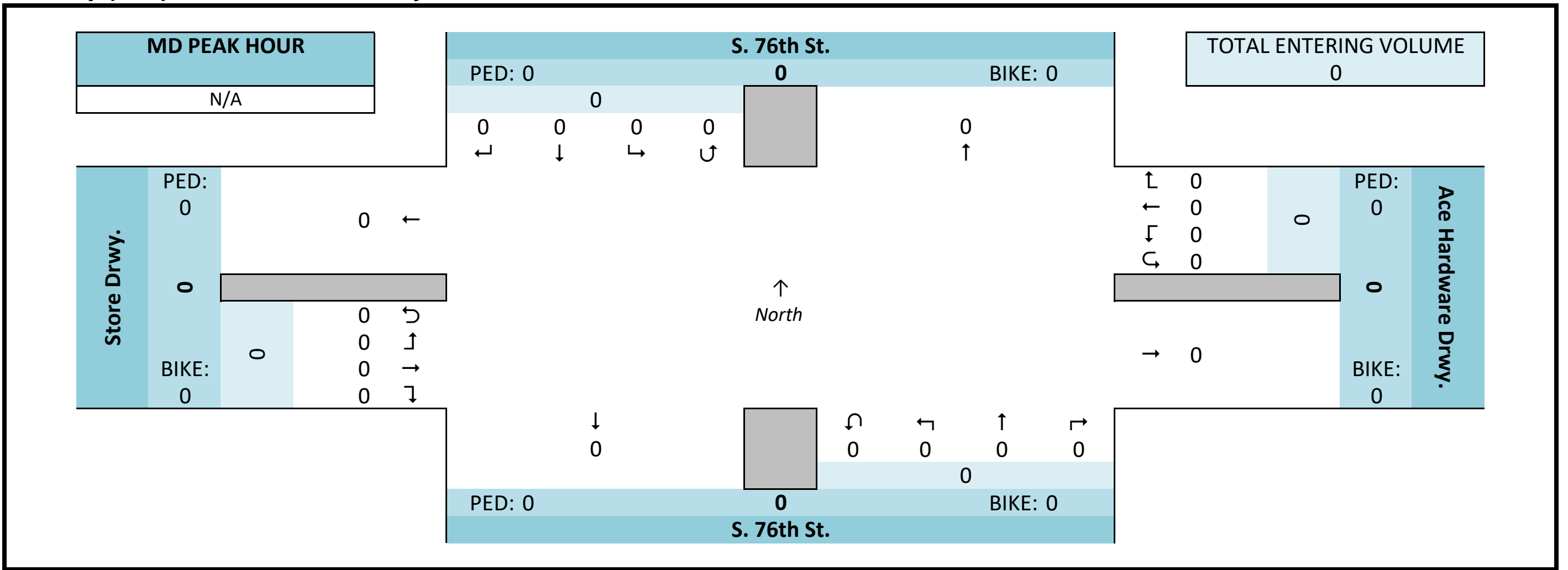
S. 76th St. & Ace Hardware Drwy.



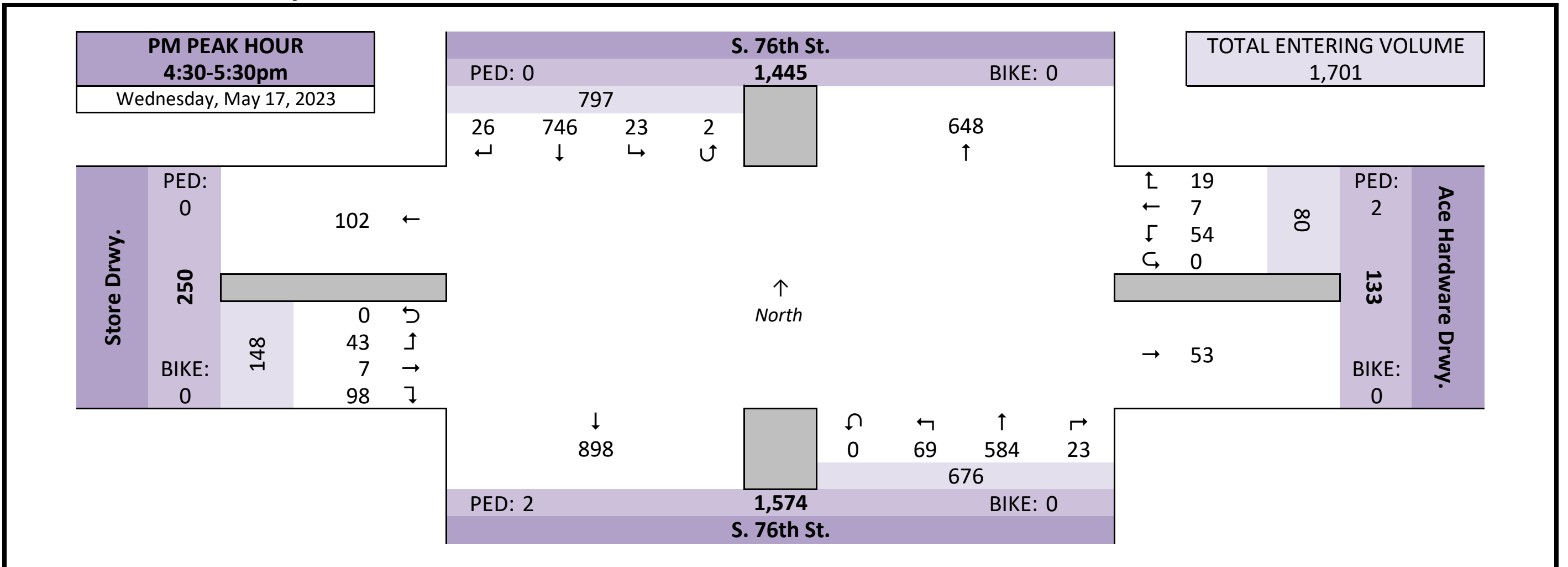
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

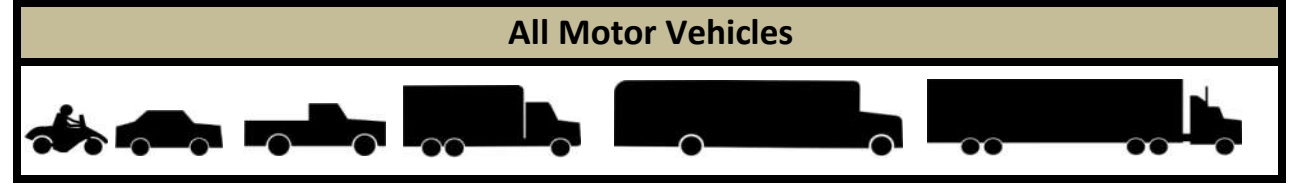


Intersection Traffic Volume Report

| Count Basics | | Page 3 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

S. 76th St. & Ace Hardware Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|---------------------------|--|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| AM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | | 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 | |
| 8:30 AM | | 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 | |
| Peak Hour Volume | | 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 | |
| % 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 | |
| % 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 | |
| % 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 | |
| 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 | |

| N/A | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|------------------------|--|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | | 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 | |
| 12:30 PM | | 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 | |
| Peak Hour Volume | | 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 | |
| % 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 | |
| % 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 | |
| % 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 | |
| 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 | |

| Wednesday, May 17, 2023 | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|-------------------------|--|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | | 7 | 165 | 7 | 1 | 180 | 5 | 1 | 14 | 0 | 20 | 7 | 154 | 21 | 0 | 182 | 29 | 2 | 17 | 0 | 48 | |
| 4:45 PM | | 9 | 219 | 2 | 0 | 230 | 5 | 1 | 11 | 0 | 17 | 3 | 149 | 16 | 0 | 168 | 32 | 2 | 14 | 0 | 48 | |
| 5:00 PM | | 7 | 182 | 3 | 0 | 192 | 6 | 2 | 15 | 0 | 23 | 7 | 141 | 15 | 0 | 163 | 20 | 3 | 7 | 0 | 30 | |
| 5:15 PM | | 3 | 180 | 11 | 1 | 195 | 3 | 3 | 14 | 0 | 20 | 6 | 140 | 17 | 0 | 163 | 17 | 0 | 5 | 0 | 22 | |
| Peak Hour Volume | | 26 | 746 | 23 | 2 | 797 | 19 | 7 | 54 | 0 | 80 | 23 | 584 | 69 | 0 | 676 | 98 | 7 | 43 | 0 | 148 | |
| Rounded Hourly Volume | | 25 | 745 | 25 | 0 | 795 | 20 | 5 | 55 | 0 | 80 | 25 | 585 | 70 | 0 | 680 | 100 | 5 | 45 | 0 | 150 | |
| % Single Unit Trucks | | 0.0 | 0.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 1.9 | 0.0 | 1.2 | 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 | 0.2 | 0.0 | 0.0 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.7 | |
| % Trucks (Total) | | 0.0 | 0.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 1.9 | 0.0 | 1.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.7 | |
| Peak Hour Factor (PHF) | | 0.72 | 0.85 | 0.52 | 0.50 | 0.87 | 0.79 | 0.58 | 0.90 | 0.00 | 0.87 | 0.82 | 0.95 | 0.82 | 0.00 | 0.93 | 0.77 | 0.58 | 0.63 | 0.00 | 0.77 | |

Peak Hour Pedestrian and Bicyclist Volumes

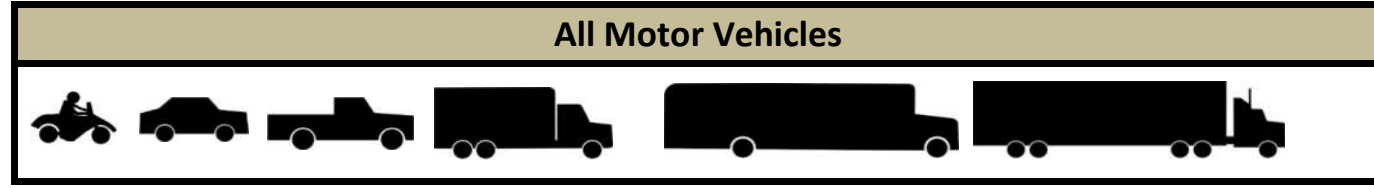
| Pedestrians and Bicyclists | | Crossing North Approach S. 76th St. | | | Crossing East Approach Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | Total Ped & Bike Volume |
|----------------------------|--------------|--|-----------|-------|--|-----------|-------|--|-----------|-------|---------------------------------------|-----------|-------|-------------------------|
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | |
| | 5:00 PM | 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 | |
| | Total | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

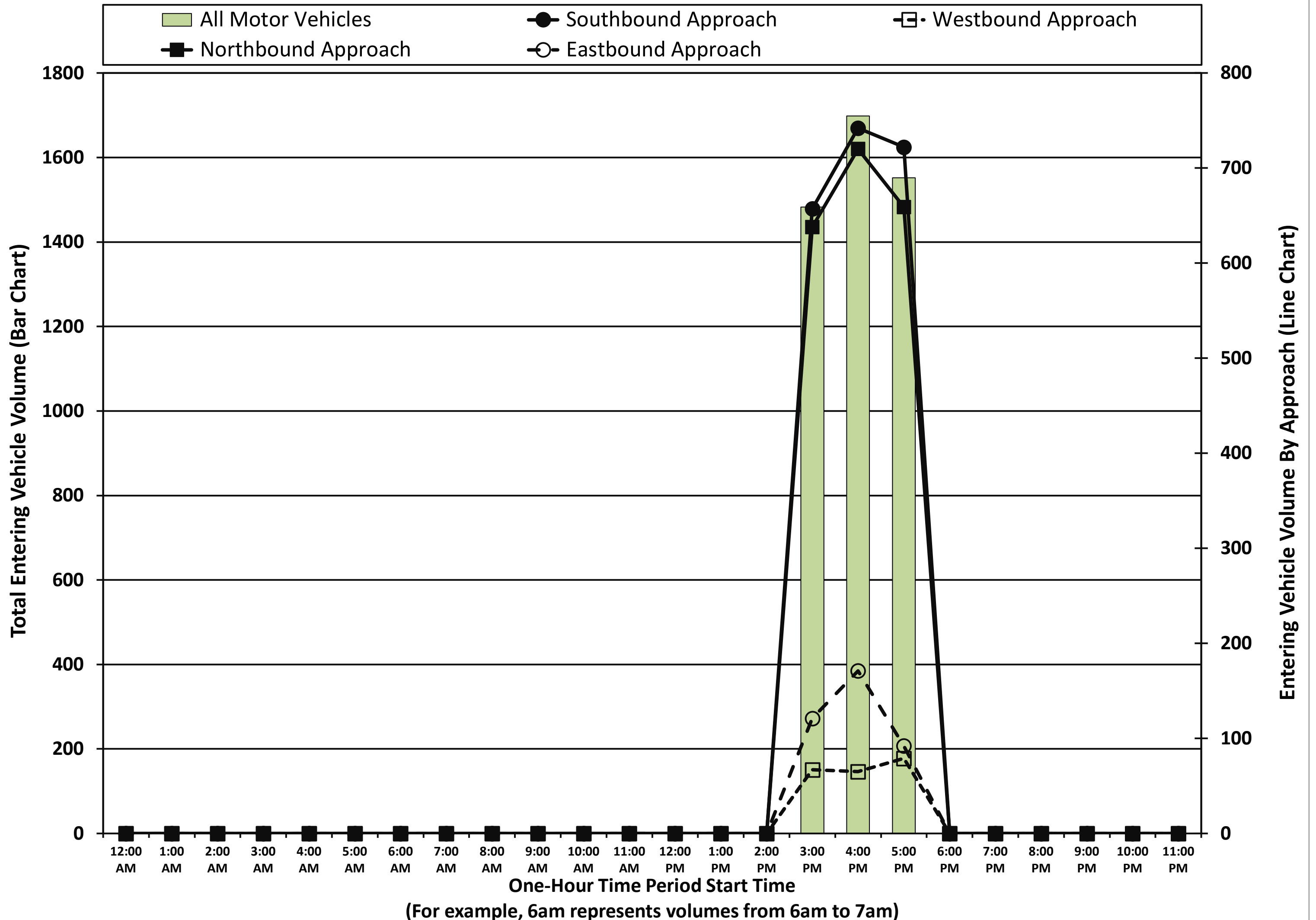
S. 76th St. & Ace Hardware Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Vehicle Volume | Directional Volume Totals | | |
|----------------------|---------------------------|-------------|-----------|-----------|-------------|---------------------------------|-----------|------------|----------|------------|---------------------------|-------------|------------|----------|-------------|--------------------------|-----------|------------|----------|------------|----------------------|---------------------------|-------------|--|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MD | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | | | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 33 | 604 | 14 | 6 | 657 | 15 | 5 | 47 | 0 | 67 | 30 | 555 | 53 | 0 | 638 | 74 | 7 | 40 | 0 | 121 | 1483 | 188 | 1295 | |
| 4:00 PM | 29 | 690 | 19 | 4 | 742 | 15 | 5 | 45 | 0 | 65 | 17 | 631 | 72 | 0 | 720 | 111 | 6 | 54 | 0 | 171 | 1698 | 236 | 1462 | |
| 5:00 PM | 24 | 675 | 21 | 2 | 722 | 18 | 9 | 52 | 0 | 79 | 34 | 574 | 51 | 0 | 659 | 65 | 5 | 22 | 0 | 92 | 1552 | 171 | 1381 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 86 | 1969 | 54 | 12 | 2121 | 48 | 19 | 144 | 0 | 211 | 81 | 1760 | 176 | 0 | 2017 | 250 | 18 | 116 | 0 | 384 | 4733 | 595 | 4138 | |

Graphical Summary of Hourly Volumes

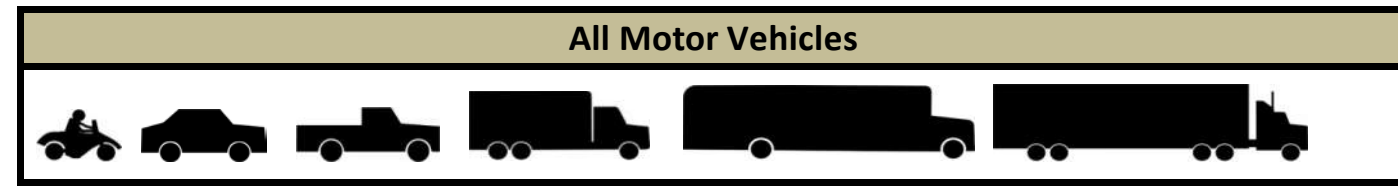


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 5 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Motor Vehicle Data

S. 76th St. & Ace Hardware Drwy.



15-Minute Motor Vehicle Data

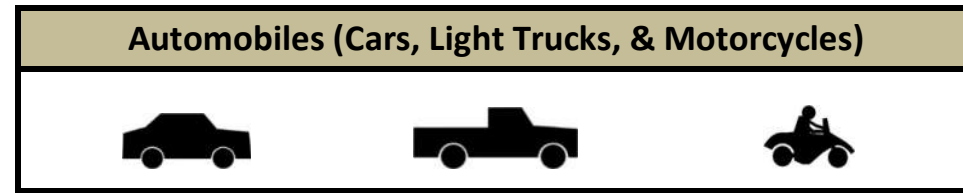
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 15-Min Totals | Hourly Sum | PHF | | |
|-----------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------|------------|------|--|--|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 3:00 PM | 8 | 144 | 3 | 0 | 155 | 3 | 1 | 11 | 0 | 15 | 6 | 132 | 12 | 0 | 150 | 21 | 1 | 9 | 0 | 31 | 351 | 1483 | 0.91 | | |
| 3:15 PM | 7 | 133 | 3 | 3 | 146 | 4 | 0 | 13 | 0 | 17 | 8 | 143 | 10 | 0 | 161 | 14 | 2 | 10 | 0 | 26 | 350 | 1566 | 0.90 | | |
| 3:30 PM | 9 | 152 | 2 | 1 | 164 | 3 | 2 | 11 | 0 | 16 | 5 | 144 | 17 | 0 | 166 | 18 | 2 | 10 | 0 | 30 | 376 | 1587 | 0.91 | | |
| 3:45 PM | 9 | 175 | 6 | 2 | 192 | 5 | 2 | 12 | 0 | 19 | 11 | 136 | 14 | 0 | 161 | 21 | 2 | 11 | 0 | 34 | 406 | 1641 | 0.95 | | |
| 4:00 PM | 5 | 162 | 6 | 2 | 175 | 3 | 2 | 6 | 0 | 11 | 5 | 187 | 17 | 0 | 209 | 25 | 1 | 13 | 0 | 39 | 434 | 1698 | 0.92 | | |
| 4:15 PM | 8 | 144 | 4 | 1 | 157 | 2 | 1 | 14 | 0 | 17 | 2 | 141 | 18 | 0 | 161 | 25 | 1 | 10 | 0 | 36 | 371 | 1672 | 0.90 | | |
| 4:30 PM | 7 | 165 | 7 | 1 | 180 | 5 | 1 | 14 | 0 | 20 | 7 | 154 | 21 | 0 | 182 | 29 | 2 | 17 | 0 | 48 | 430 | 1701 | 0.92 | | |
| 4:45 PM | 9 | 219 | 2 | 0 | 230 | 5 | 1 | 11 | 0 | 17 | 3 | 149 | 16 | 0 | 168 | 32 | 2 | 14 | 0 | 48 | 463 | 1676 | 0.90 | | |
| 5:00 PM | 7 | 182 | 3 | 0 | 192 | 6 | 2 | 15 | 0 | 23 | 7 | 141 | 15 | 0 | 163 | 20 | 3 | 7 | 0 | 30 | 408 | 1552 | 0.95 | | |
| 5:15 PM | 3 | 180 | 11 | 1 | 195 | 3 | 3 | 14 | 0 | 20 | 6 | 140 | 17 | 0 | 163 | 17 | 0 | 5 | 0 | 22 | 400 | | | | |
| 5:30 PM | 7 | 165 | 6 | 0 | 178 | 4 | 3 | 10 | 0 | 17 | 11 | 172 | 10 | 0 | 193 | 11 | 0 | 6 | 0 | 17 | 405 | | | | |
| 5:45 PM | 7 | 148 | 1 | 1 | 157 | 5 | 1 | 13 | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 6 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Automobile Data

S. 76th St. & Ace Hardware Drwy.



15-Minute Automobile Data

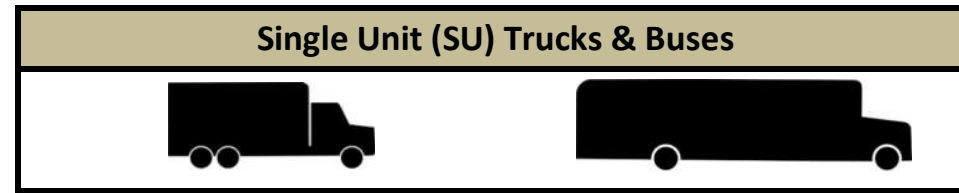
| 15-Minute Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 15-Min Totals | Hourly Sum | | |
|-----------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------|------------|---|---|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 3:00 PM | 8 | 143 | 3 | 0 | 154 | 3 | 1 | 11 | 0 | 15 | 6 | 128 | 12 | 0 | 146 | 21 | 1 | 9 | 0 | 31 | 346 | 1457 | | |
| 3:15 PM | 7 | 131 | 3 | 3 | 144 | 4 | 0 | 13 | 0 | 17 | 8 | 139 | 10 | 0 | 157 | 14 | 2 | 10 | 0 | 26 | 344 | 1539 | | |
| 3:30 PM | 9 | 151 | 2 | 1 | 163 | 3 | 2 | 11 | 0 | 16 | 5 | 139 | 17 | 0 | 161 | 18 | 2 | 10 | 0 | 30 | 370 | 1559 | | |
| 3:45 PM | 9 | 169 | 6 | 2 | 186 | 4 | 2 | 12 | 0 | 18 | 11 | 134 | 14 | 0 | 159 | 21 | 2 | 11 | 0 | 34 | 397 | 1618 | | |
| 4:00 PM | 5 | 159 | 6 | 2 | 172 | 3 | 2 | 6 | 0 | 11 | 5 | 184 | 17 | 0 | 206 | 25 | 1 | 13 | 0 | 39 | 428 | 1682 | | |
| 4:15 PM | 7 | 142 | 4 | 1 | 154 | 2 | 1 | 13 | 0 | 16 | 2 | 139 | 18 | 0 | 159 | 24 | 1 | 10 | 0 | 35 | 364 | 1658 | | |
| 4:30 PM | 7 | 165 | 7 | 1 | 180 | 5 | 1 | 13 | 0 | 19 | 7 | 154 | 21 | 0 | 182 | 29 | 2 | 17 | 0 | 48 | 429 | 1693 | | |
| 4:45 PM | 9 | 218 | 2 | 0 | 229 | 5 | 1 | 11 | 0 | 17 | 3 | 148 | 16 | 0 | 167 | 32 | 2 | 14 | 0 | 48 | 461 | 1664 | | |
| 5:00 PM | 7 | 179 | 3 | 0 | 189 | 6 | 2 | 15 | 0 | 23 | 7 | 141 | 15 | 0 | 163 | 19 | 3 | 7 | 0 | 29 | 404 | 1540 | | |
| 5:15 PM | 3 | 179 | 11 | 1 | 194 | 3 | 3 | 14 | 0 | 20 | 6 | 140 | 17 | 0 | 163 | 17 | 0 | 5 | 0 | 22 | 399 | | | |
| 5:30 PM | 7 | 164 | 6 | 0 | 177 | 4 | 3 | 10 | 0 | 17 | 11 | 169 | 9 | 0 | 189 | 11 | 0 | 6 | 0 | 17 | 400 | | | |
| 5:45 PM | 7 | 147 | 1 | 1 | 156 | 5 | 1 | 13 | 0 | 19 | 10 | 120 | 9 | 0 | 139 | 17 | 2 | | | | | | | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 7 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

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

S. 76th St. & Ace Hardware Drwy.



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

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 1 | 20 | 0 | 0 | 21 | 1 | 0 | 2 | 0 | 3 | 0 | 21 | 1 | 0 | 22 | 1 | 0 | 0 | 0 | 1 | 47 | |

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

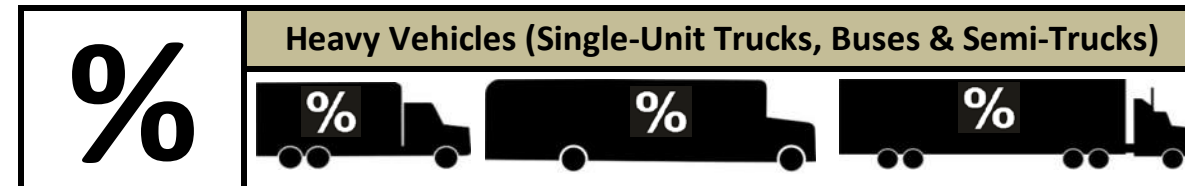
| Hourly Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Hourly Volume |
|--------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|---------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|----------------------|--------------------|
| Count Basics | | Page 10 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday: | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday: | No Special Events |

15-Minute Heavy Vehicle Percentages

S. 76th St. & Ace Hardware Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|-------------------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | [Data rows for Pre-AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| AM Peak Period | [Data rows for AM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Midday Peak Period | [Data rows for Midday Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| PM Peak Period | [Data rows for PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Post PM Peak Period | [Data rows for Post PM Peak Period] | | | | | | | | | | | | | | | | | | | | | |
| Totals | 1.2 | 1.1 | 0.0 | 0.0 | 1.1 | 2.1 | 0.0 | 1.4 | 0.0 | 1.4 | 0.0 | 1.4 | 0.6 | 0.0 | 1.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.5 | 1.1 | |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| 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 4:30 PM | 0.0 | 0.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 1.9 | 0.0 | 1.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.5 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Ace Hardware Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|-------|--|-----------|-------|--|-----------|-------|---------------------------------------|-----------|-------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4 |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: S. 76th St.
 Minor St: Ace Hardware Drwy.
 Intersection of: S. 76th St. & Ace Hardware Drwy.



IX_ID:

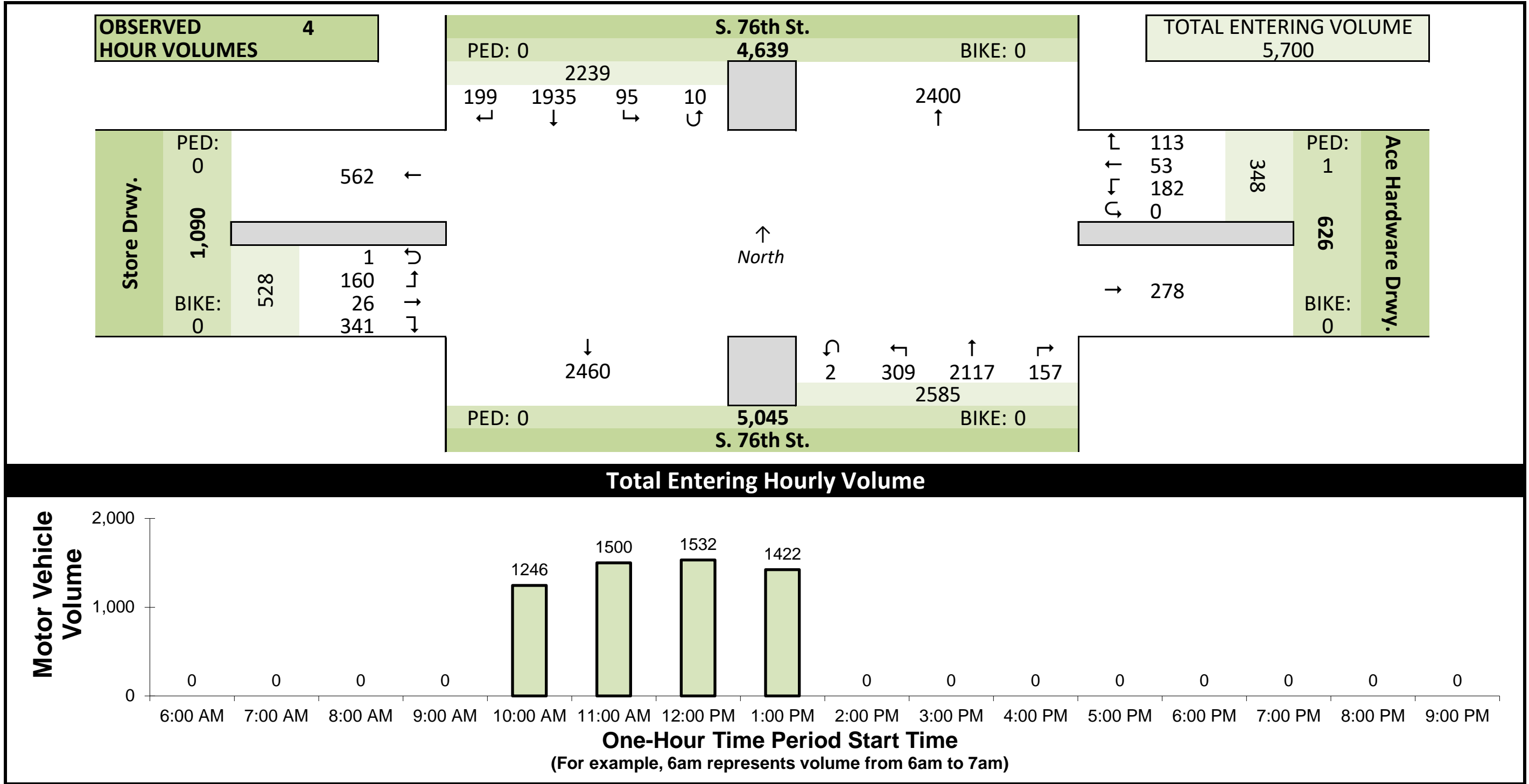
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Ace Hardware Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | Store Drwy. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

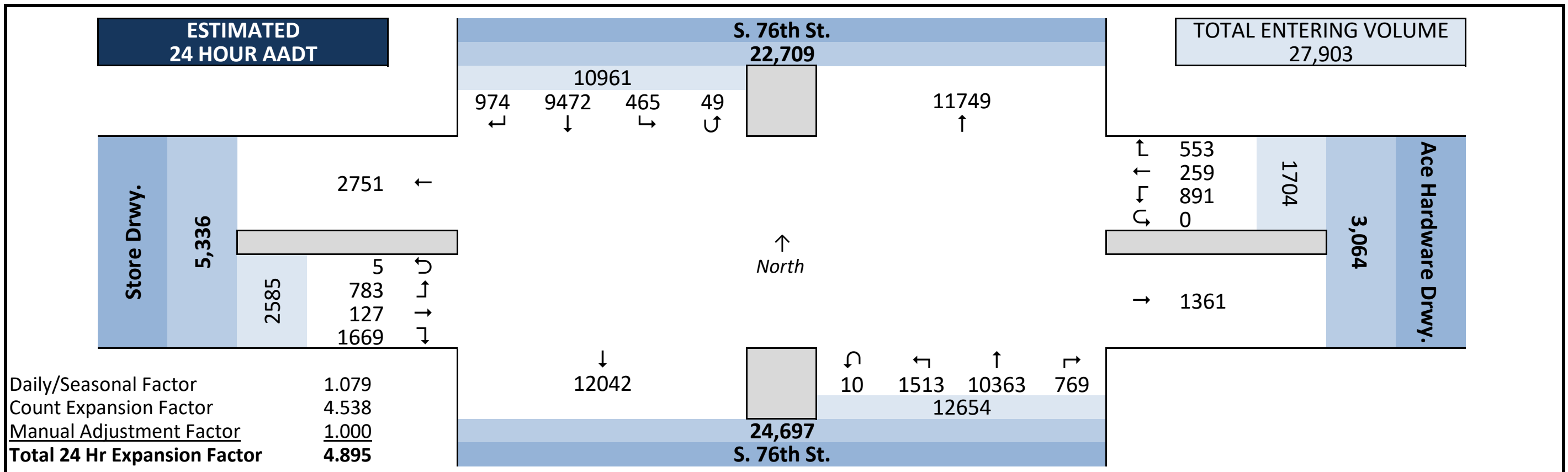
Count Information

| | | | |
|----------------------------------|--|---------------------------|---------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:15-12:15am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. |
| | | | 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

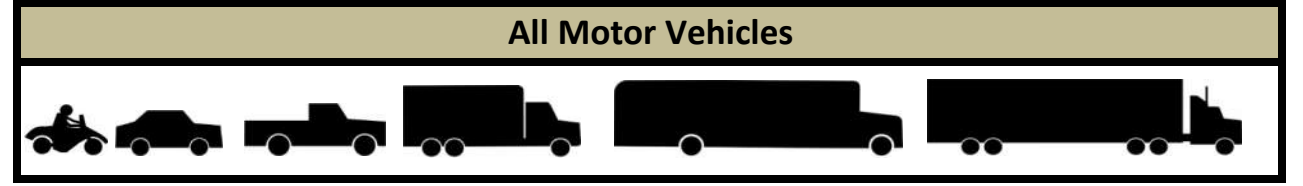


Intersection Traffic Volume Report

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

Peak Hour Volume Summary

S. 76th St. & Ace Hardware Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 11:30 AM | 15 | 120 | 7 | 0 | 142 | 11 | 2 | 12 | 0 | 25 | 7 | 153 | 24 | 1 | 185 | 21 | 3 | 11 | 0 | 35 | |
| | 11:45 AM | 19 | 126 | 6 | 2 | 153 | 7 | 4 | 14 | 0 | 25 | 9 | 121 | 17 | 0 | 147 | 28 | 2 | 12 | 0 | 42 | |
| | 12:00 PM | 11 | 149 | 7 | 0 | 167 | 7 | 3 | 13 | 0 | 23 | 6 | 144 | 20 | 0 | 170 | 22 | 4 | 18 | 0 | 44 | |
| | 12:15 PM | 16 | 136 | 6 | 0 | 158 | 7 | 4 | 13 | 0 | 24 | 10 | 123 | 20 | 0 | 153 | 27 | 0 | 11 | 0 | 38 | |
| | Peak Hour Volume | 61 | 531 | 26 | 2 | 620 | 32 | 13 | 52 | 0 | 97 | 32 | 541 | 81 | 1 | 655 | 98 | 9 | 52 | 0 | 159 | |
| | Rounded Hourly Volume | 60 | 530 | 25 | 0 | 615 | 30 | 15 | 50 | 0 | 95 | 30 | 540 | 80 | 0 | 650 | 100 | 10 | 50 | 0 | 160 | |
| | % Single Unit Trucks | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.9 | 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 | |
| | % Trucks (Total) | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Peak Hour Factor (PHF) | 0.80 | 0.89 | 0.93 | 0.25 | 0.93 | 0.73 | 0.81 | 0.93 | 0.00 | 0.97 | 0.80 | 0.88 | 0.84 | 0.25 | 0.89 | 0.87 | 0.56 | 0.72 | 0.00 | 0.90 | | |

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West Store Drwy. | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|---------------------------------|------|------|------|-------|---------------------------|------|------|------|-------|--------------------------|------|------|------|-------|--------|
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

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 | |
|----------------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|---|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | S. 76th St. | | | Ace Hardware Drwy. | | | S. 76th St. | | | Store Drwy. | | | | |
| 15-Minute Start Time | | | | | | | | | | | | | | |
| 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 | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 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

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Ace Hardware Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach Store Drwy. | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|----------|--|-----------|----------|--|-----------|----------|---------------------------------------|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 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 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | 0 |
| 12:30 PM | 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 |
| 1:00 PM | 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 |
| 1:30 PM | 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 |
| 2:00 PM | 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 |
| 2:30 PM | 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 |
| 3:00 PM | 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 |
| 3:30 PM | 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 |
| 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 | 0 |
| 5:30 PM | 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 |
| 6:00 PM | 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 |
| 6:30 PM | 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 |
| 7:00 PM | 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 |
| 7:30 PM | 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 |
| 8:00 PM | 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 |
| 8:30 PM | 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 |
| 9:00 PM | 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 |
| 9:30 PM | 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 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: S. 76th St.
 Minor St: Behind Ace Hardware Drwy.
 Intersection of: S. 76th St. & Behind Ace Hardware Drwy.

IX_ID:



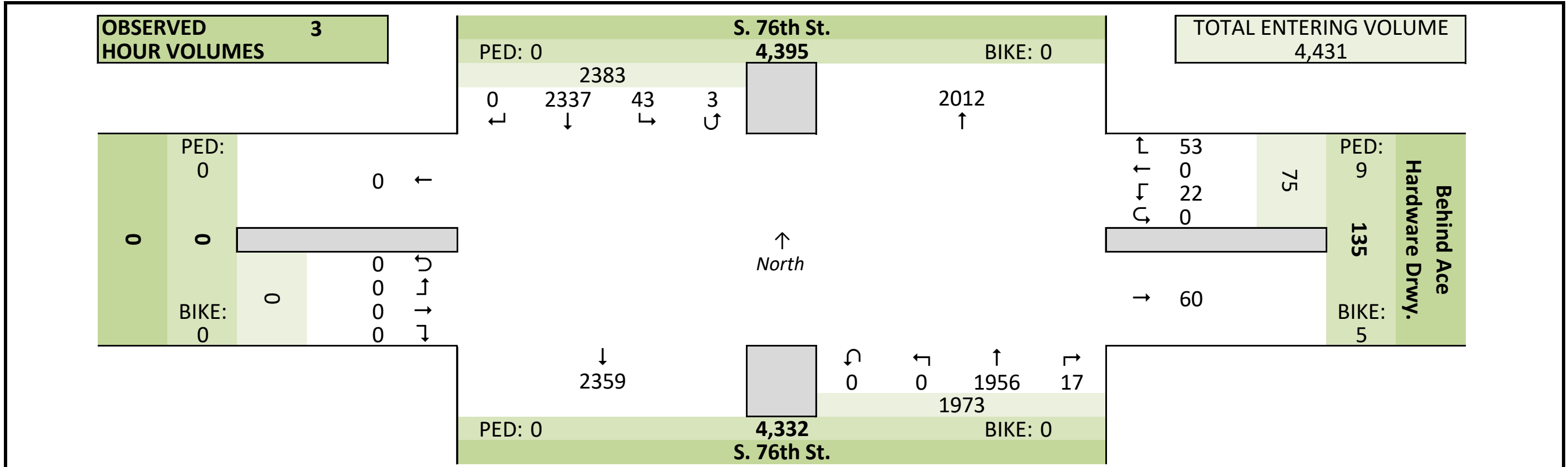
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Behind Ace Hardware Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | 0 | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

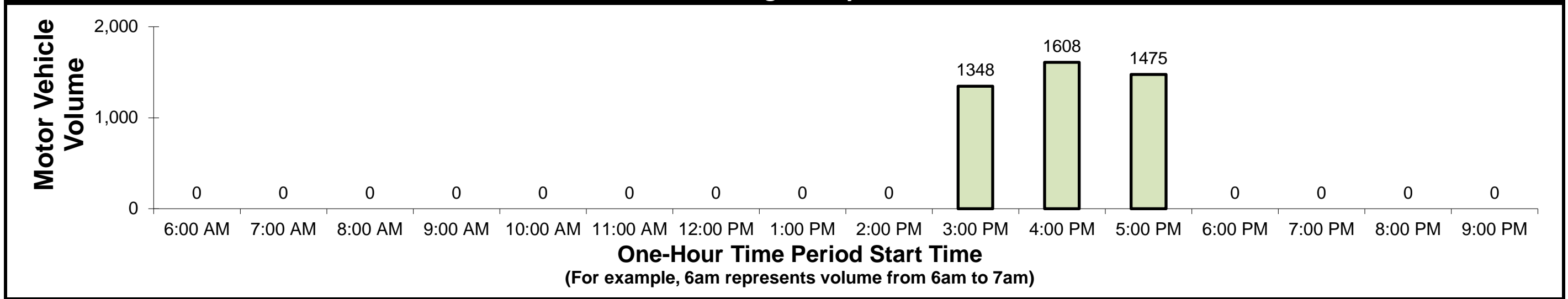
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | AM | MD | PM 4:30-5:30pm |
| Peak Hours Selected for Analysis | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

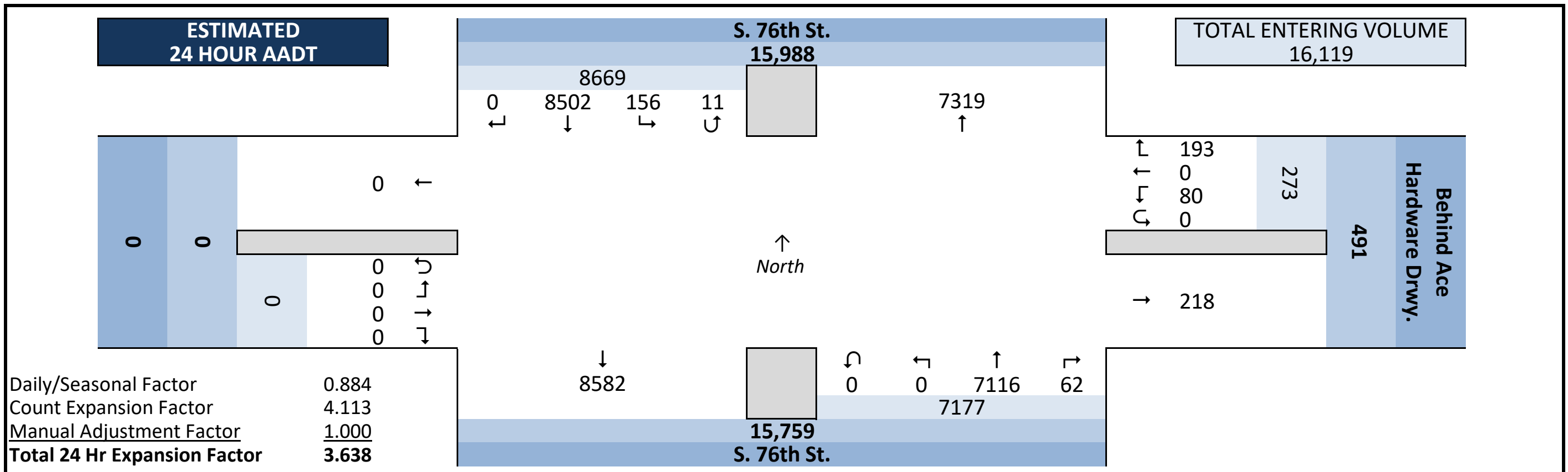
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

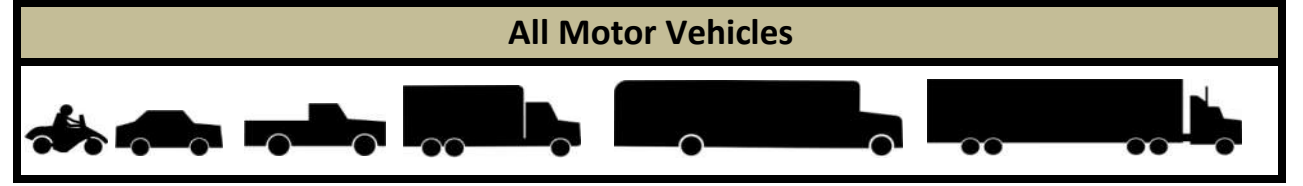


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|--------------|--------------------|
| Count Basics | | Page 3 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

S. 76th St. & Behind Ace Hardware Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|---------------------------|------------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| AM Peak Hour | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| N/A | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|--------------|------------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| MD Peak Hour | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Wednesday, May 17, 2023 | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|-------------------------|------------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| PM Peak Hour | Start Time | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | 4:30 PM | 0 | 213 | 3 | 0 | 216 | 3 | 0 | 6 | 0 | 9 | 3 | 185 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 413 |
| | 4:45 PM | 0 | 261 | 6 | 0 | 267 | 7 | 0 | 1 | 0 | 8 | 1 | 155 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 431 |
| | 5:00 PM | 0 | 218 | 3 | 0 | 221 | 6 | 0 | 4 | 0 | 10 | 1 | 159 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 391 |
| | 5:15 PM | 0 | 211 | 1 | 2 | 214 | 3 | 0 | 1 | 0 | 4 | 1 | 158 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 377 |
| | Peak Hour Volume | 0 | 903 | 13 | 2 | 918 | 19 | 0 | 12 | 0 | 31 | 6 | 657 | 0 | 0 | 663 | 0 | 0 | 0 | 0 | 0 | 1612 |
| | Rounded Hourly Volume | 0 | 905 | 15 | 0 | 920 | 20 | 0 | 10 | 0 | 30 | 5 | 655 | 0 | 0 | 660 | 0 | 0 | 0 | 0 | 0 | 1610 |
| | % Single Unit Trucks | 0.0 | 0.7 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 8.3 | 0.0 | 3.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| | % Heavy Trucks | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | % Trucks (Total) | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 8.3 | 0.0 | 3.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| | Peak Hour Factor (PHF) | 0.00 | 0.86 | 0.54 | 0.25 | 0.86 | 0.68 | 0.00 | 0.50 | 0.00 | 0.77 | 0.50 | 0.89 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.94 |

Peak Hour Pedestrian and Bicyclist Volumes

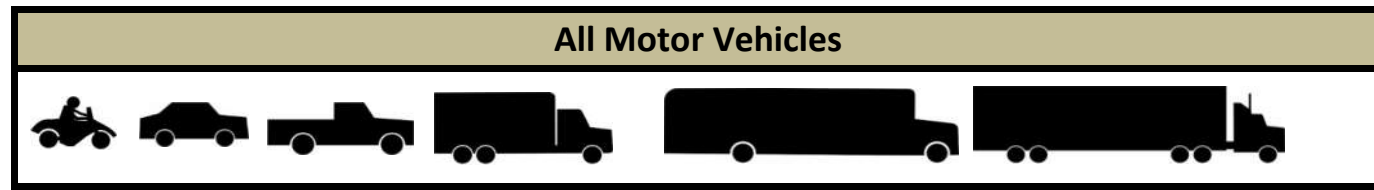
| Pedestrians and Bicyclists | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume | |
|----------------------------|---------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|----|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | S. 76th St. | | | | | | | | | | | | | |
| | Behind Ace Hardware Drwy. | | | | | | | | | | | | | |
| | S. 76th St. | | | | | | | | | | | | | |
| | 0 | | | | | | | | | | | | | |
| 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 | 4:30 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 4:45 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 5:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 5:15 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Total | 0 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

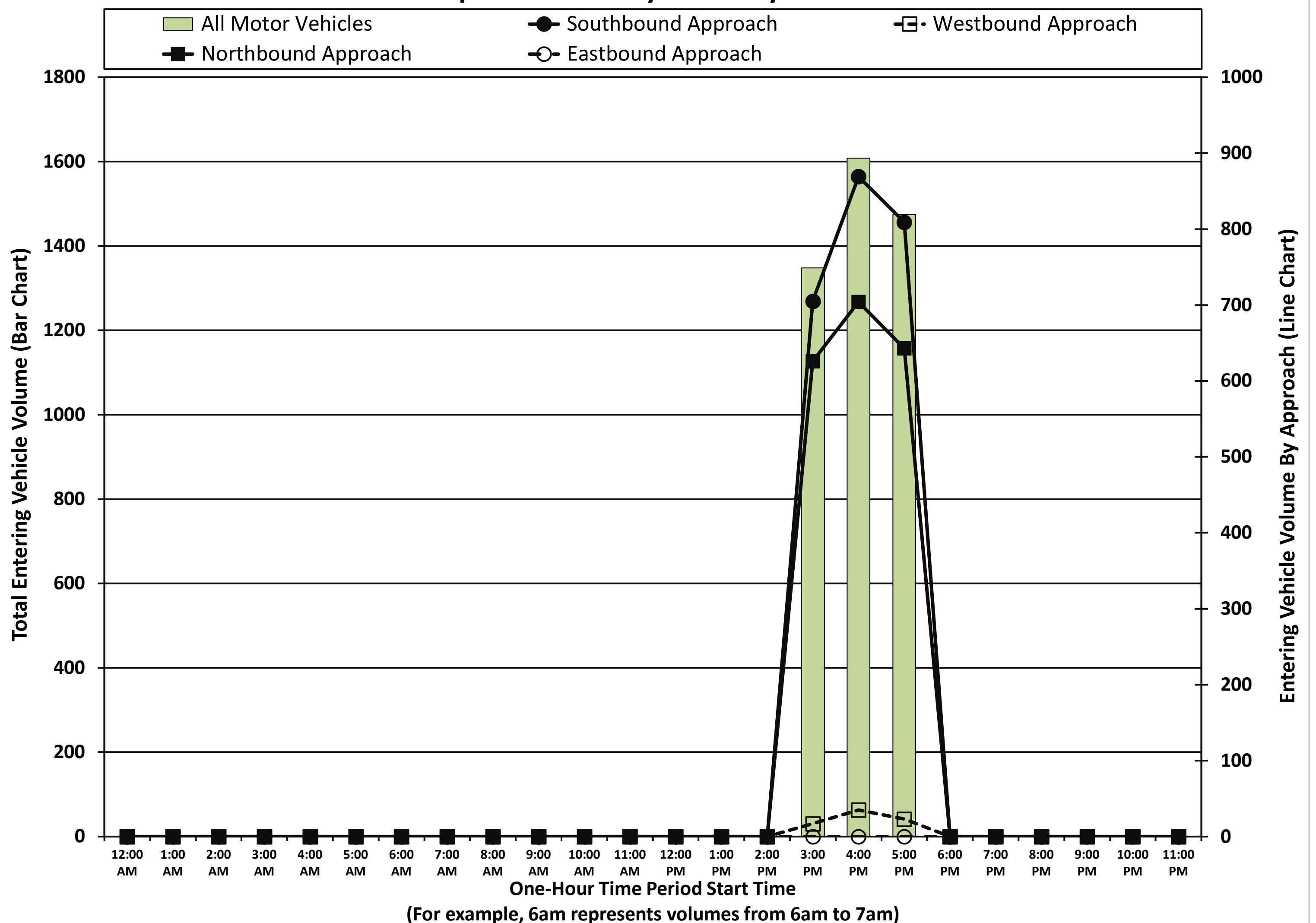
S. 76th St. & Behind Ace Hardware Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Vehicle Volume | Directional Volume Totals | | |
|----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|----------------------|---------------------------|-----|--|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MD | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | | | | | | | | | | | | | | | | | | | | | | | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 688 | 17 | 0 | 705 | 13 | 0 | 4 | 0 | 17 | 4 | 622 | 0 | 0 | 626 | 0 | 0 | 0 | 0 | 0 | 17 | 1331 | | |
| 4:00 PM | 0 | 849 | 19 | 1 | 869 | 24 | 0 | 11 | 0 | 35 | 9 | 695 | 0 | 0 | 704 | 0 | 0 | 0 | 0 | 0 | 35 | 1573 | | |
| 5:00 PM | 0 | 800 | 7 | 2 | 809 | 16 | 0 | 7 | 0 | 23 | 4 | 639 | 0 | 0 | 643 | 0 | 0 | 0 | 0 | 0 | 23 | 1452 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Totals | 0 | 2337 | 43 | 3 | 2383 | 53 | 0 | 22 | 0 | 75 | 17 | 1956 | 0 | 0 | 1973 | 0 | 0 | 0 | 0 | 0 | 75 | 4356 | | |

Graphical Summary of Hourly Volumes

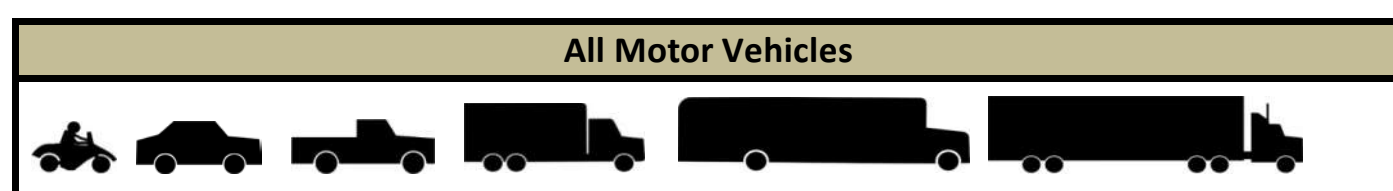


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 5 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Motor Vehicle Data

S. 76th St. & Behind Ace Hardware Drwy.



15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | 15-Min Totals | Hourly Sum | PHF | | | | |
|-----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|-----|---|-----|------|------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 3:00 PM | 0 | 169 | 1 | 0 | 170 | 3 | 0 | 0 | 0 | 3 | 1 | 146 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 1348 | 0.92 |
| 3:15 PM | 0 | 154 | 4 | 0 | 158 | 2 | 0 | 1 | 0 | 3 | 1 | 166 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 1437 | 0.88 |
| 3:30 PM | 0 | 171 | 3 | 0 | 174 | 3 | 0 | 1 | 0 | 4 | 0 | 157 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 335 | 1464 | 0.89 |
| 3:45 PM | 0 | 194 | 9 | 0 | 203 | 5 | 0 | 2 | 0 | 7 | 2 | 153 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 | 1542 | 0.93 |
| 4:00 PM | 0 | 192 | 4 | 1 | 197 | 5 | 0 | 2 | 0 | 7 | 3 | 202 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 | 1608 | 0.93 |
| 4:15 PM | 0 | 183 | 6 | 0 | 189 | 9 | 0 | 2 | 0 | 11 | 2 | 153 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 1590 | 0.92 |
| 4:30 PM | 0 | 213 | 3 | 0 | 216 | 3 | 0 | 6 | 0 | 9 | 3 | 185 | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Behind Ace Hardware Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Behind Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|----------|---|-----------|-----------|--|-----------|----------|-----------------------------|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 4:45 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 5:15 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 5:30 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 9 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: S. 76th St.
Minor St: Behind Ace Hardware Drwy.
Intersection of: S. 76th St. & Behind Ace Hardware Drwy.

IX_ID:



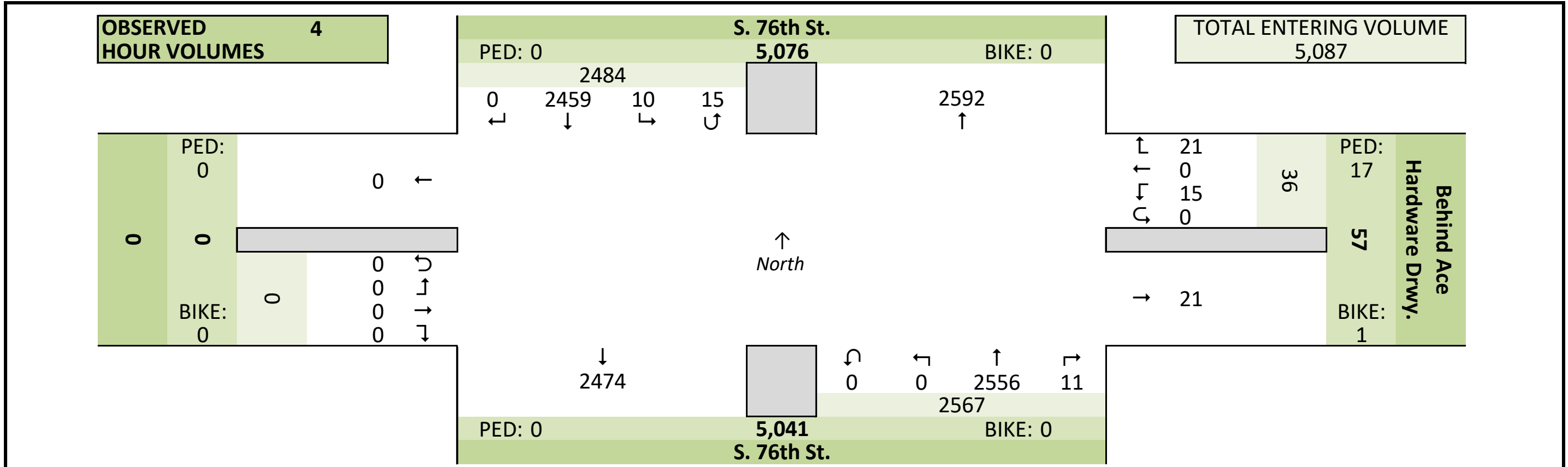
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | S. 76th St. | | |
| East Leg | Behind Ace Hardware Drwy. | | |
| South Leg | S. 76th St. | | |
| West Leg | 0 | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

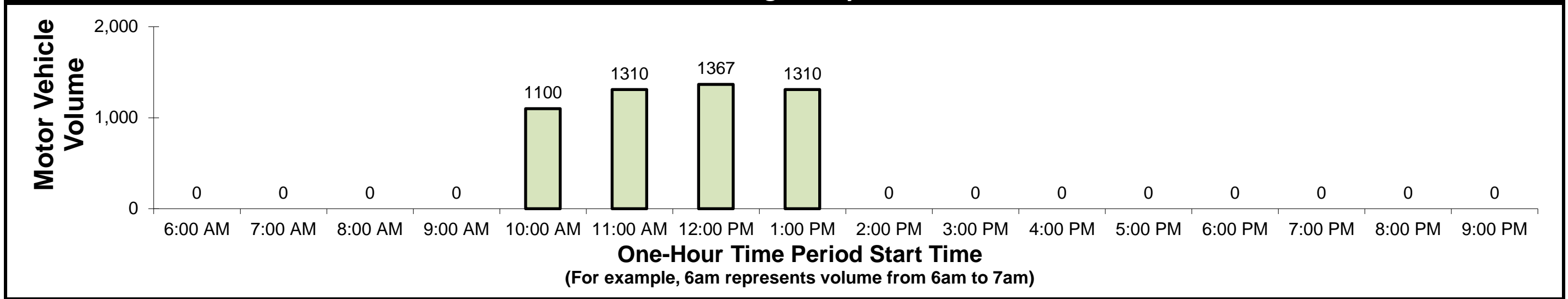
Count Information

| | | | |
|----------------------------------|--|---------------------------|---------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:15-12:15am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. |
| | 1.000 | | |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

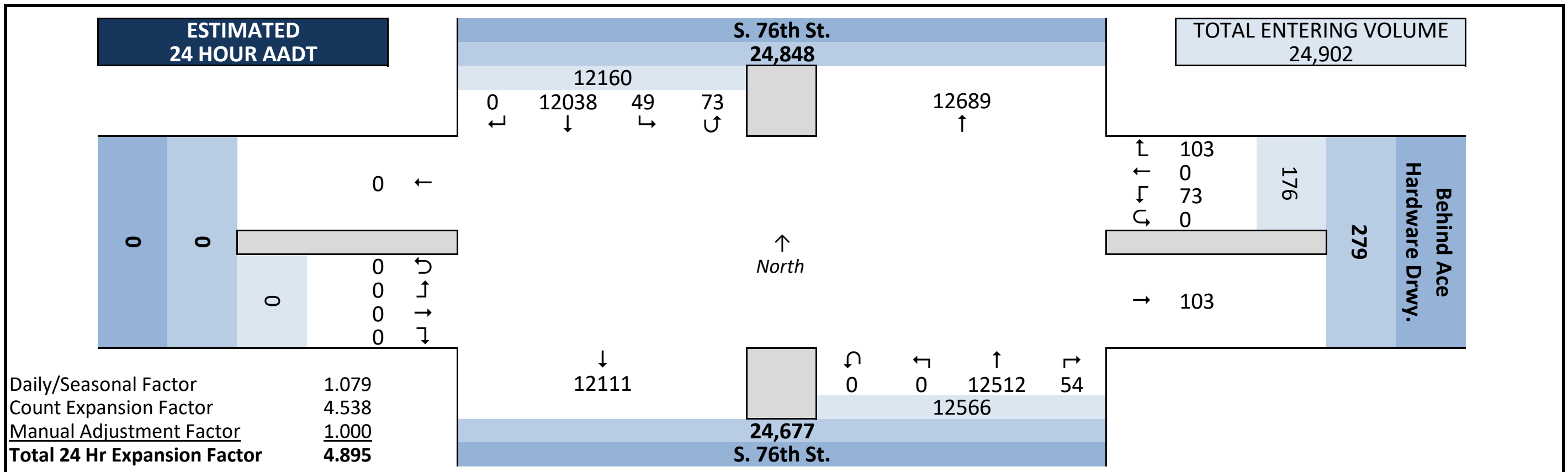
Observed 4 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

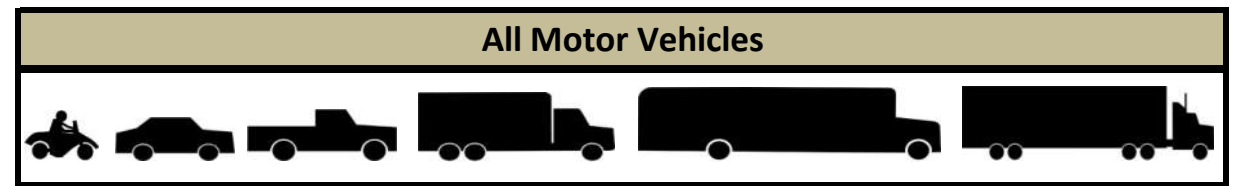


Intersection Traffic Volume Report

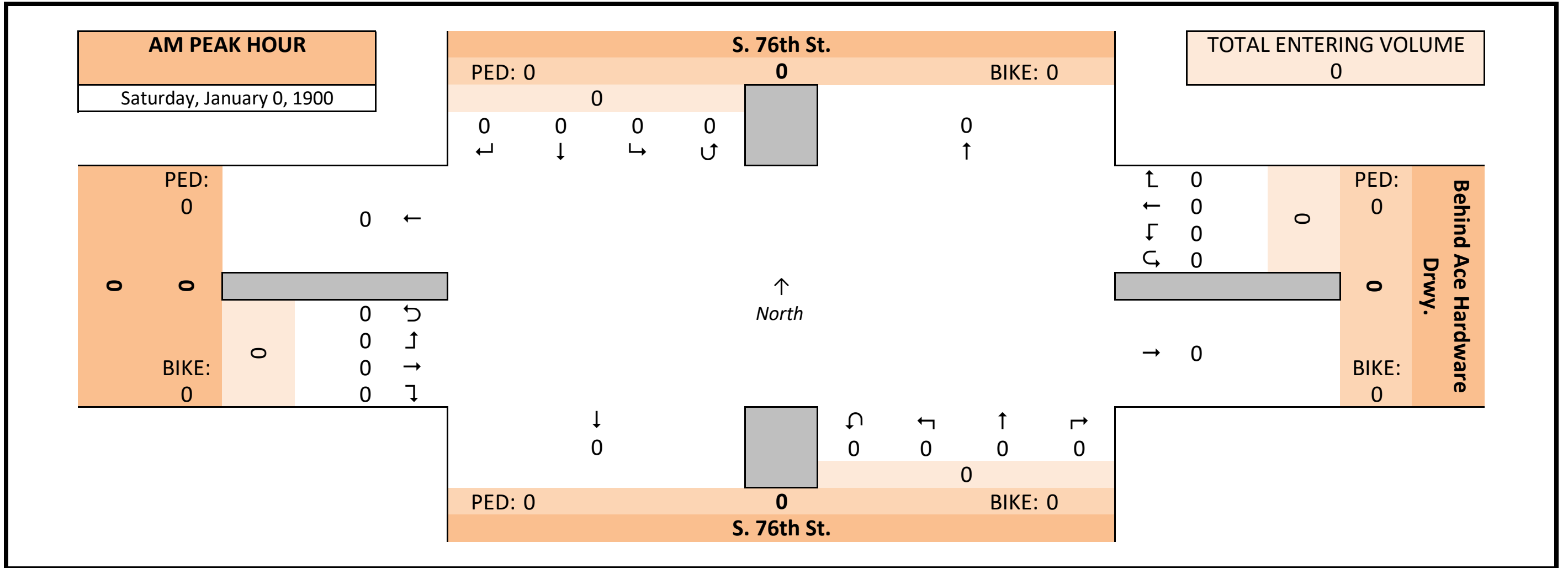
| Count Basics | | Page 2 of 13 | |
|--------------------------------|------------------------|--------------|--------------------|
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

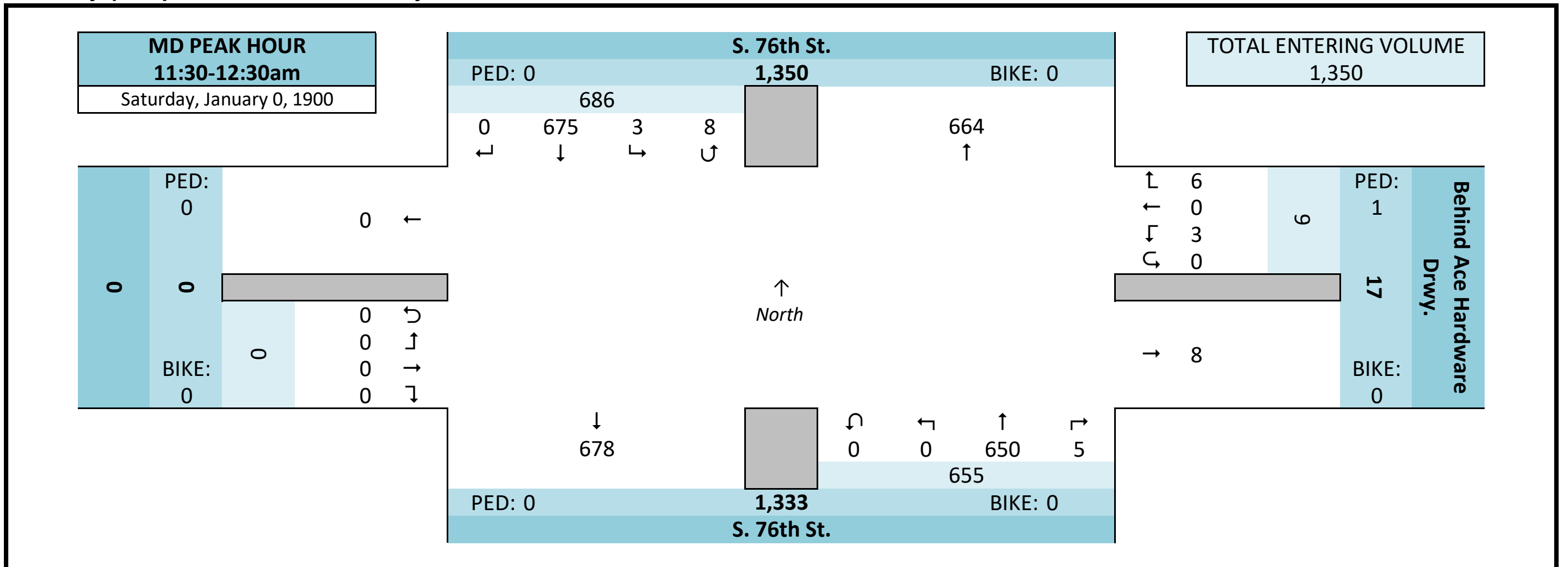
S. 76th St. & Behind Ace Hardware Drwy.



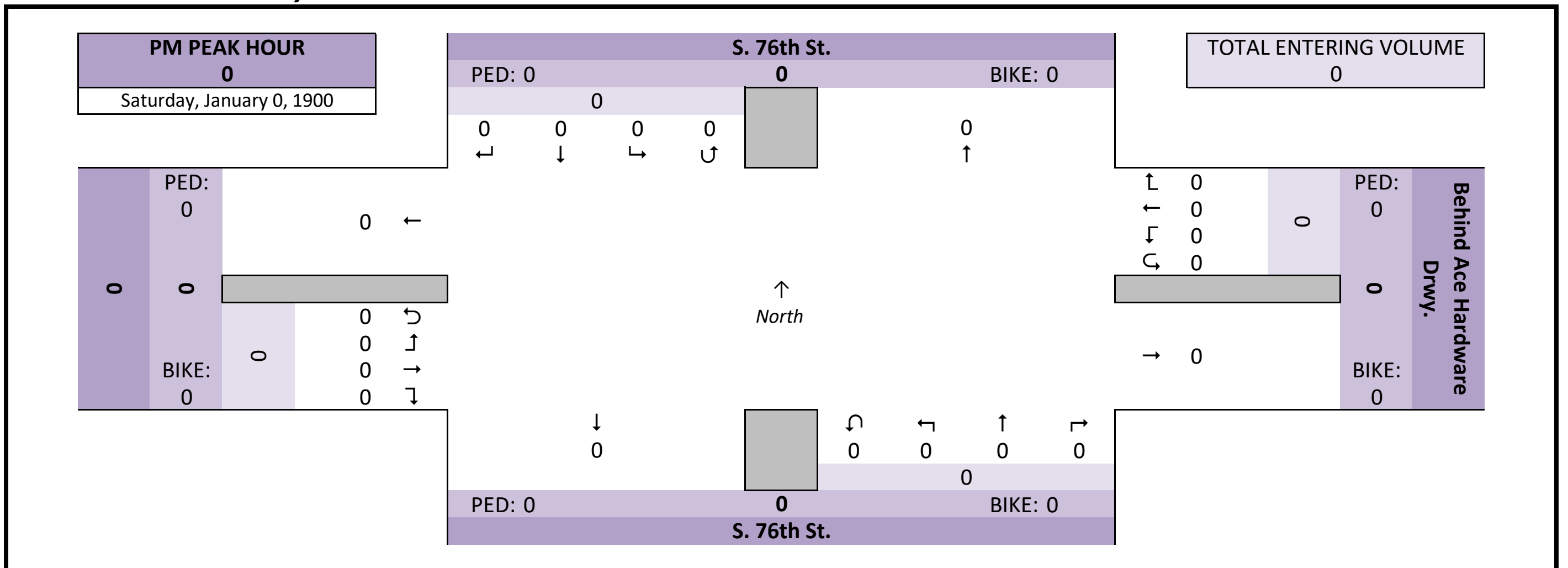
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

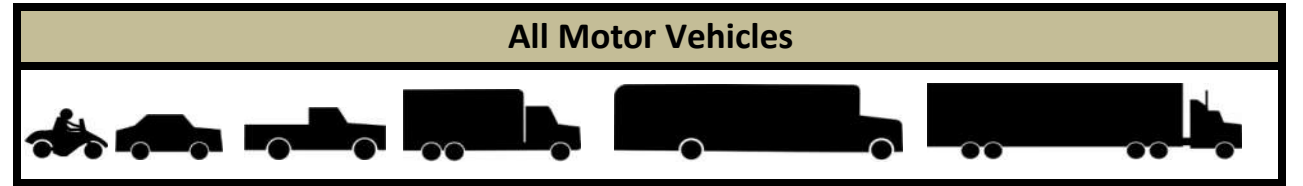


Intersection Traffic Volume Report

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

Peak Hour Volume Summary

S. 76th St. & Behind Ace Hardware Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 11:30 AM | 0 | 155 | 0 | 2 | 157 | 2 | 0 | 1 | 0 | 3 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | |
| | 11:45 AM | 0 | 169 | 1 | 1 | 171 | 0 | 0 | 1 | 0 | 1 | 2 | 145 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | |
| | 12:00 PM | 0 | 182 | 1 | 2 | 185 | 4 | 0 | 0 | 0 | 4 | 1 | 163 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 169 | 1 | 3 | 173 | 0 | 0 | 1 | 0 | 1 | 2 | 153 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | |
| | Peak Hour Volume | 0 | 675 | 3 | 8 | 686 | 6 | 0 | 3 | 0 | 9 | 5 | 650 | 0 | 0 | 655 | 0 | 0 | 0 | 0 | 0 | |
| | Rounded Hourly Volume | 0 | 675 | 5 | 10 | 690 | 5 | 0 | 5 | 0 | 10 | 5 | 650 | 0 | 0 | 655 | 0 | 0 | 0 | 0 | 0 | |
| | % Single Unit Trucks | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 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 | |
| | % Trucks (Total) | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Peak Hour Factor (PHF) | 0.00 | 0.93 | 0.75 | 0.67 | 0.93 | 0.37 | 0.00 | 0.75 | 0.00 | 0.56 | 0.62 | 0.86 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |

| Saturday, January 0, 1900 | | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Totals |
|---------------------------|-----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

Peak Hour Pedestrian and Bicyclist Volumes

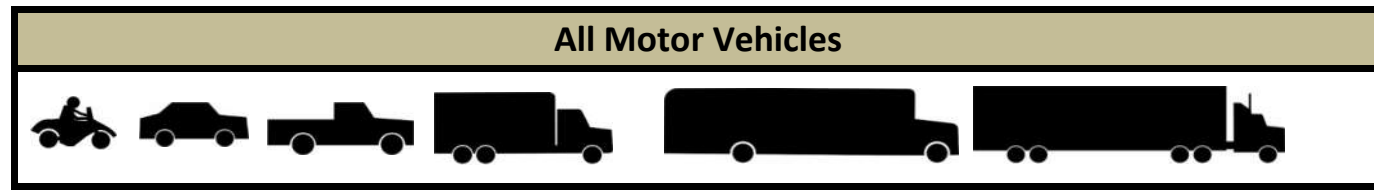
| Pedestrians and Bicyclists | | Crossing North Approach S. 76th St. | | | Crossing East Approach Behind Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | Total Ped & Bike Volume |
|----------------------------|--------------|--|-----------|-------|---|-----------|-------|--|-----------|-------|-----------------------------|-----------|-------|-------------------------|
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 11:30 AM | 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 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

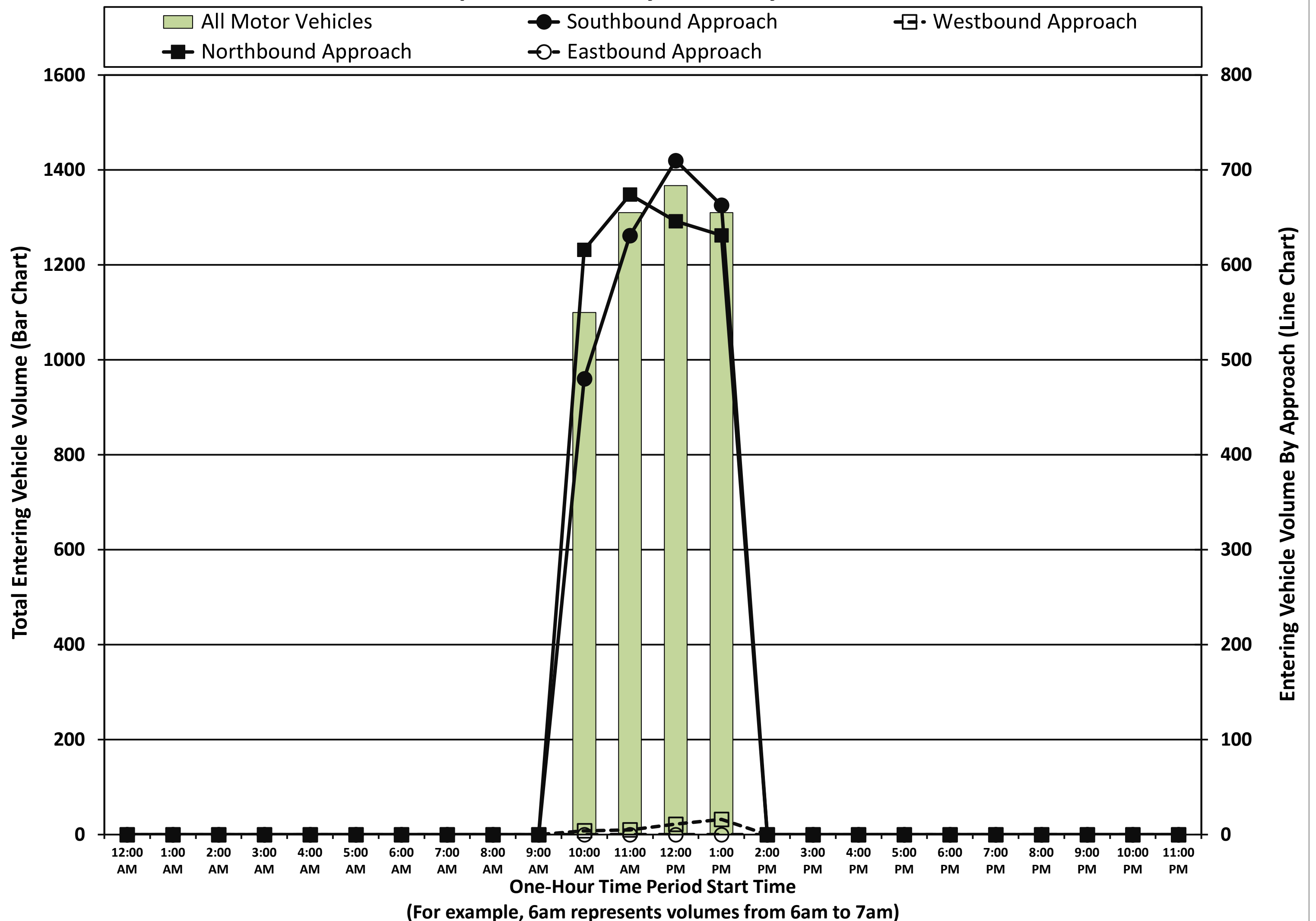
S. 76th St. & Behind Ace Hardware Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Vehicle Volume | Directional Volume Totals | | |
|----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|----------------------|---------------------------|-----|------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | E/W | N/S | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | | | | | | | | | | | | | | | | | | | | | | | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MD | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 480 | 0 | 0 | 480 | 1 | 0 | 3 | 0 | 4 | 1 | 615 | 0 | 0 | 616 | 0 | 0 | 0 | 0 | 0 | 0 | 1100 | 4 | 1096 |
| 11:00 AM | 0 | 623 | 3 | 5 | 631 | 2 | 0 | 3 | 0 | 5 | 3 | 671 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 0 | 0 | 1310 | 5 | 1305 |
| 12:00 PM | 0 | 701 | 4 | 5 | 710 | 6 | 0 | 5 | 0 | 11 | 5 | 641 | 0 | 0 | 646 | 0 | 0 | 0 | 0 | 0 | 0 | 1367 | 11 | 1356 |
| 1:00 PM | 0 | 655 | 3 | 5 | 663 | 12 | 0 | 4 | 0 | 16 | 2 | 629 | 0 | 0 | 631 | 0 | 0 | 0 | 0 | 0 | 0 | 1310 | 16 | 1294 |
| 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 | 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 2459 | 10 | 15 | 2484 | 21 | 0 | 15 | 0 | 36 | 11 | 2556 | 0 | 0 | 2567 | 0 | 0 | 0 | 0 | 0 | 0 | 5087 | 36 | 5051 |

Graphical Summary of Hourly Volumes

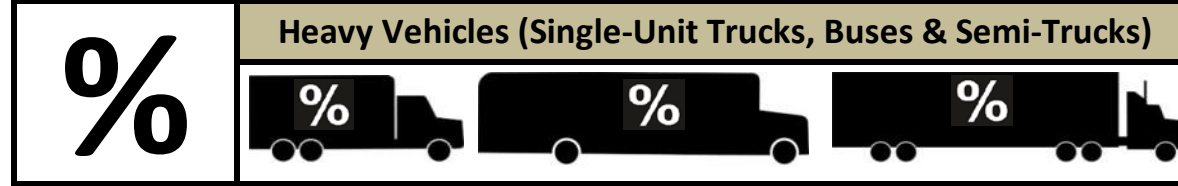


Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Percentages

S. 76th St. & Behind Ace Hardware Drwy.



15-Minute Heavy Vehicle Percentages

| 15-Minute Time Period | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Total Heavy Vehicle Percent | Hourly Heavy Vehicle Percent |
|-----------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM Peak Period | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.0 |
| 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 |
| 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 | 0.0 | | | | | | | | | | | | | | | | | | | | 0.7 | 0.7 |
| 10:00 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.9 | 0.9 |
| 10:15 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 1.9 | 1.2 |
| 10:30 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.8 | 0.4 |
| 10:45 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.8 | 0.4 |
| 11:00 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.8 | 0.3 |
| 11:15 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.2 |
| 11:30 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.6 | 0.6 |
| 11:45 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.6 | 0.7 |
| 12:00 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.6 |
| 12:15 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.6 | 0.7 |
| 12:30 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 1.2 | 0.9 |
| 12:45 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.2 |
| 1:00 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.7 | 0.4 |
| 1:15 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.0 |
| 1:30 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 | 0.3 |
| 1:45 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 1.0 | 0.8 |
| 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 |
| 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 | | | | | | | | | | | | | | | | | | | | 0.6 | 0.5 |

Peak Hour Heavy Vehicle Percentages Summary

| Hourly Time Period | From North S. 76th St. | | | | | From East Behind Ace Hardware Drwy. | | | | | From South S. 76th St. | | | | | From West 0 | | | | | Hourly Heavy Vehicle Percent |
|--------------------|---------------------------|------|------|------|-------|--|------|------|------|-------|---------------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------------|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | |
| AM 8:00 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 |
| MD 11:30 AM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.4 |
| PM 4:00 PM | 0.0 | | | | | | | | | | | | | | | | | | | | 0.0 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

S. 76th St. & Behind Ace Hardware Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach S. 76th St. | | | Crossing East Approach Behind Ace Hardware Drwy. | | | Crossing South Approach S. 76th St. | | | Crossing West Approach 0 | | | 15-Min Totals | Hourly Sum |
|-----------------------|--|-----------|----------|---|-----------|-----------|--|-----------|----------|-----------------------------|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:30 AM | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 |
| 10:45 AM | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 11:30 AM | 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 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 1:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 1:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 17 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: W. Rawson Ave.
 Minor St: Chase/McDonalds Drwy.
 Intersection of: W. Rawson Ave. & Chase/McDonalds Drwy. IX_ID:



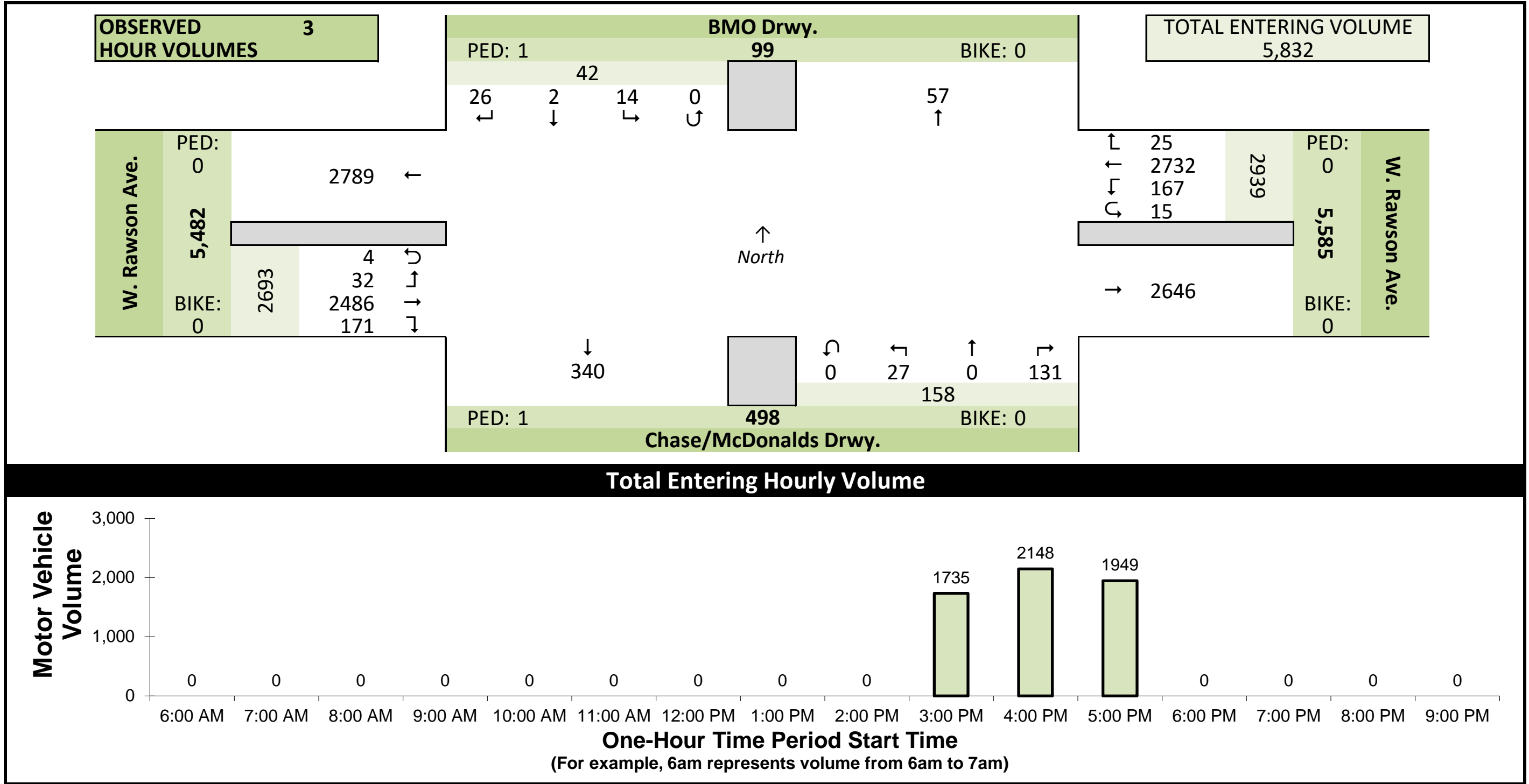
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | BMO Drwy. | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | Chase/McDonalds Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

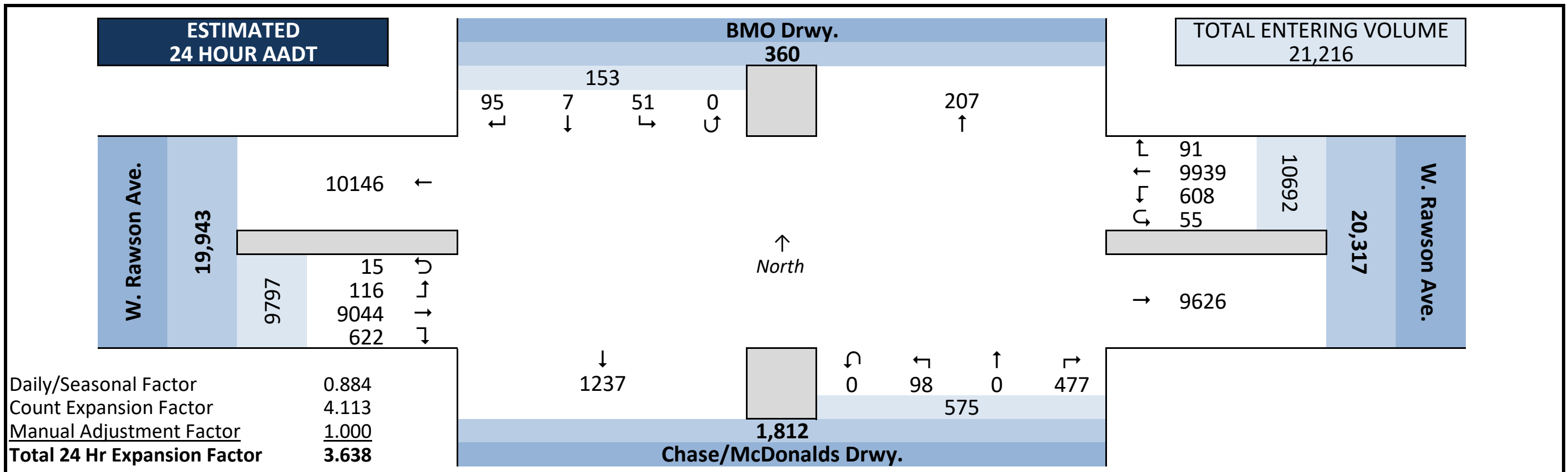
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | | | |
| | AM | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT

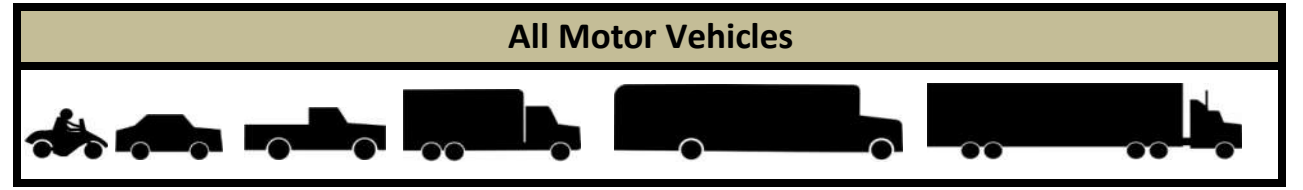


Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|--------------|--------------------|
| Count Basics | | Page 3 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

W. Rawson Ave. & Chase/McDonalds Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| N/A | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Wednesday, May 17, 2023 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|-------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:30 PM | 2 | 0 | 1 | 0 | 3 | 4 | 271 | 17 | 2 | 294 | 9 | 0 | 4 | 0 | 13 | 11 | 192 | 1 | 0 | 204 | |
| | 4:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 289 | 12 | 3 | 305 | 13 | 0 | 0 | 0 | 13 | 11 | 235 | 3 | 1 | 250 | |
| | 5:00 PM | 5 | 1 | 2 | 0 | 8 | 2 | 245 | 7 | 0 | 254 | 13 | 0 | 1 | 0 | 14 | 12 | 235 | 3 | 1 | 251 | |
| | 5:15 PM | 2 | 0 | 1 | 0 | 3 | 2 | 220 | 11 | 0 | 233 | 11 | 0 | 2 | 0 | 13 | 20 | 209 | 3 | 0 | 232 | |
| | Peak Hour Volume | 10 | 1 | 4 | 0 | 15 | 9 | 1025 | 47 | 5 | 1086 | 46 | 0 | 7 | 0 | 53 | 54 | 871 | 10 | 2 | 937 | |
| | Rounded Hourly Volume | 10 | 0 | 5 | 0 | 15 | 10 | 1025 | 45 | 5 | 1085 | 45 | 0 | 5 | 0 | 50 | 55 | 870 | 10 | 0 | 935 | |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.6 | |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.4 | |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 2.0 | |
| Peak Hour Factor (PHF) | 0.50 | 0.25 | 0.50 | 0.00 | 0.47 | 0.56 | 0.89 | 0.69 | 0.42 | 0.89 | 0.88 | 0.00 | 0.44 | 0.00 | 0.95 | 0.67 | 0.93 | 0.83 | 0.50 | 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 |
|----------------------------|----------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | BMO Drwy. | | | W. Rawson Ave. | | | Chase/McDonalds Drwy. | | | W. Rawson Ave. | | | |
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 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 | |
| | 5:15 PM | 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 | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & Chase/McDonalds Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min Totals | Hourly Sum |
|-----------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|---------------|------------|
| | BMO Drwy. | | | W. Rawson Ave. | | | Chase/McDonalds Drwy. | | | W. Rawson Ave. | | | | |
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 5:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: W. Rawson Ave.
 Minor St: Chase/McDonalds Drwy.
 Intersection of: W. Rawson Ave. & Chase/McDonalds Drwy. IX_ID:



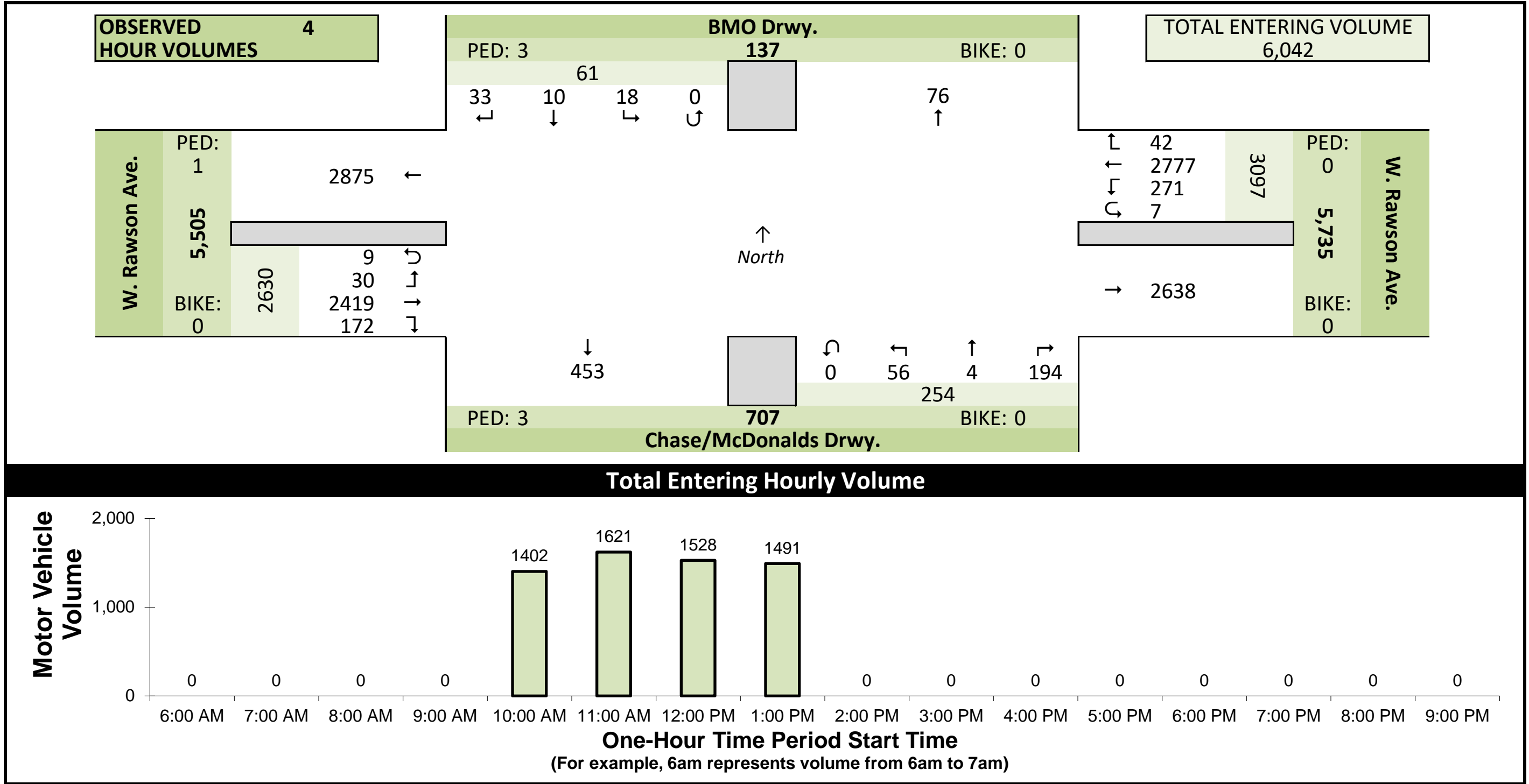
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | BMO Drwy. | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | Chase/McDonalds Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

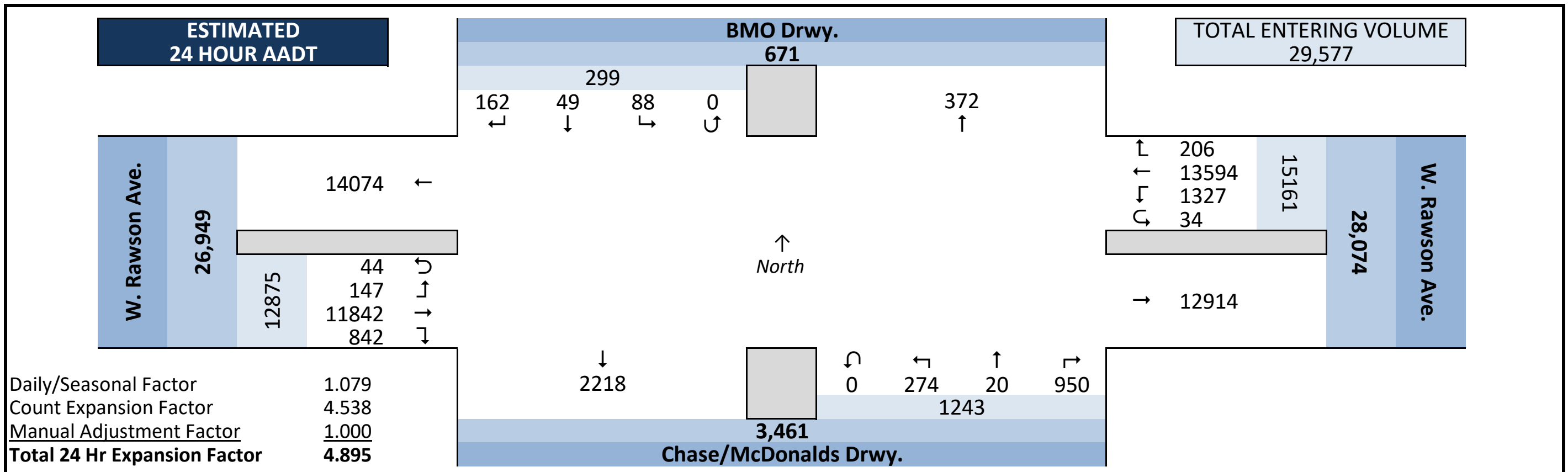
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:00-12:00am PM |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am PM |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

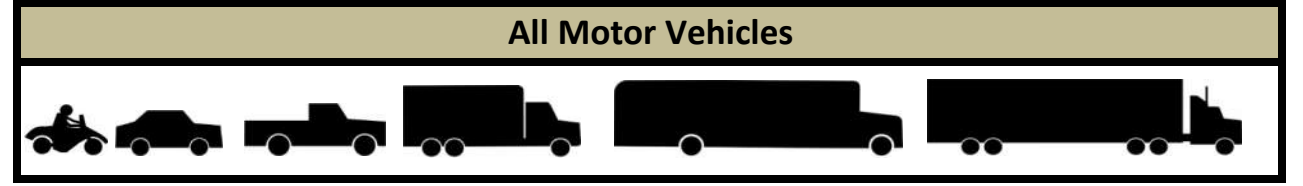


Intersection Traffic Volume Report

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

Peak Hour Volume Summary

W. Rawson Ave. & Chase/McDonalds Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 11:30 AM | 2 | 0 | 0 | 0 | 2 | 3 | 180 | 18 | 0 | 201 | 11 | 0 | 3 | 0 | 14 | 23 | 152 | 3 | 1 | 179 | |
| | 11:45 AM | 3 | 1 | 1 | 0 | 5 | 3 | 206 | 21 | 1 | 231 | 17 | 0 | 7 | 0 | 24 | 24 | 176 | 1 | 1 | 202 | |
| | 12:00 PM | 1 | 2 | 1 | 0 | 4 | 2 | 167 | 18 | 0 | 187 | 14 | 1 | 1 | 0 | 16 | 11 | 156 | 0 | 1 | 168 | |
| | 12:15 PM | 1 | 1 | 0 | 0 | 2 | 2 | 174 | 24 | 0 | 200 | 12 | 1 | 5 | 0 | 18 | 5 | 143 | 2 | 0 | 150 | |
| | Peak Hour Volume | 7 | 4 | 2 | 0 | 13 | 10 | 727 | 81 | 1 | 819 | 54 | 2 | 16 | 0 | 72 | 63 | 627 | 6 | 3 | 699 | |
| | Rounded Hourly Volume | 5 | 5 | 0 | 0 | 10 | 10 | 725 | 80 | 0 | 815 | 55 | 0 | 15 | 0 | 70 | 65 | 625 | 5 | 5 | 700 | |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | |
| Peak Hour Factor (PHF) | 0.58 | 0.50 | 0.50 | 0.00 | 0.65 | 0.83 | 0.88 | 0.84 | 0.25 | 0.89 | 0.79 | 0.50 | 0.57 | 0.00 | 0.75 | 0.66 | 0.89 | 0.50 | 0.75 | 0.87 | | |

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

Peak Hour Pedestrian and Bicyclist Volumes

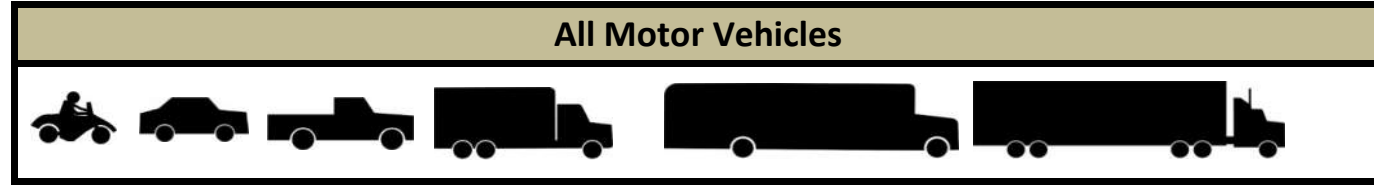
| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|----------------------------|----------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | BMO Drwy. | | | W. Rawson Ave. | | | Chase/McDonalds Drwy. | | | W. Rawson Ave. | | | |
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 11:30 AM | 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 | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | |
| PM | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

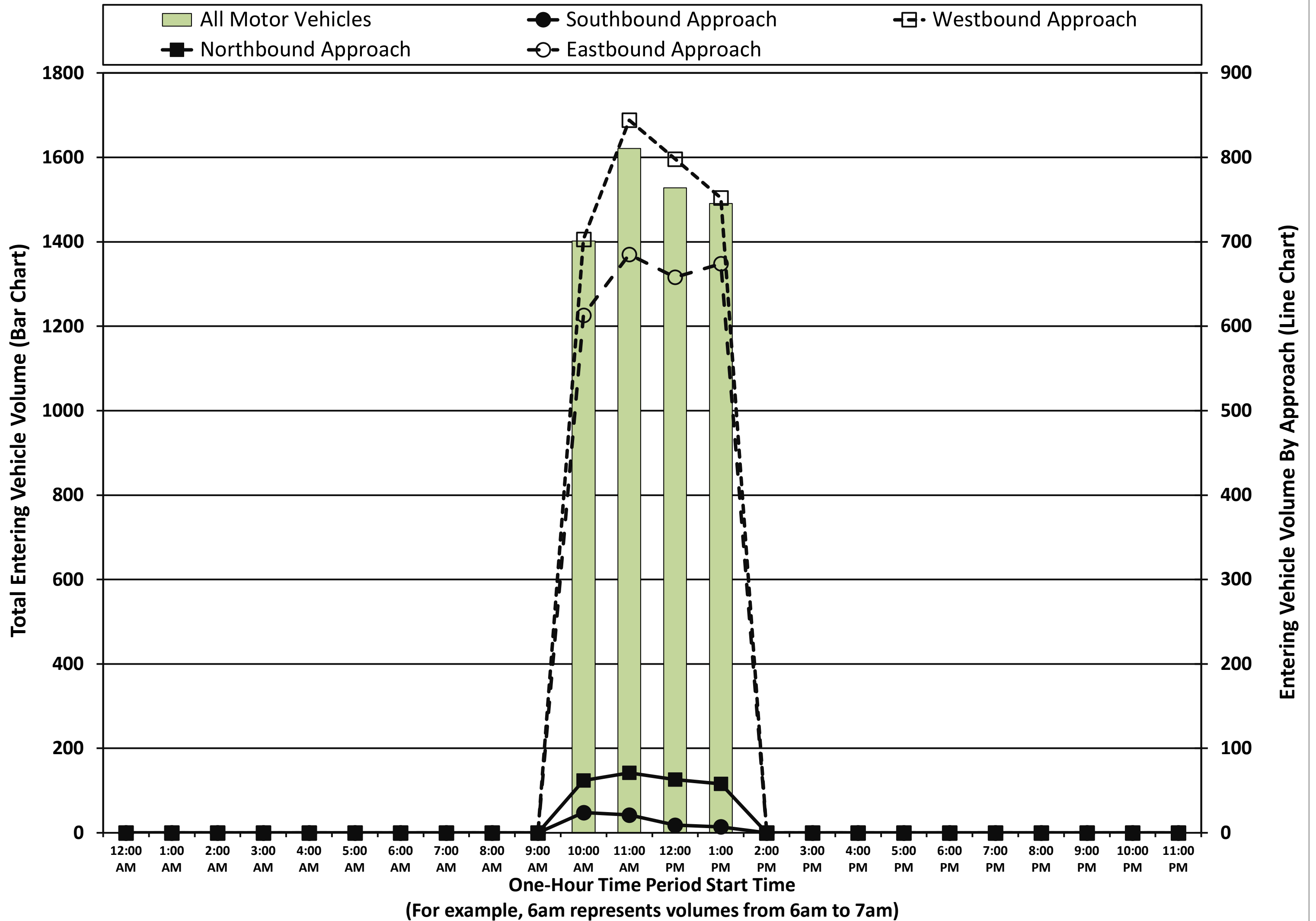
W. Rawson Ave. & Chase/McDonalds Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North BMO Drwy. | | | | | From East W. Rawson Ave. | | | | | From South Chase/McDonalds Drwy. | | | | | From West W. Rawson Ave. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 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 |
| | 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 |
| MD | 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 |
| | 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 |
| | 10:00 AM | 10 | 4 | 10 | 0 | 24 | 13 | 622 | 67 | 1 | 703 | 47 | 1 | 14 | 0 | 62 | 26 | 575 | 10 | 2 | 613 | 1402 | 1316 | 86 | |
| | 11:00 AM | 15 | 3 | 3 | 0 | 21 | 14 | 758 | 70 | 2 | 844 | 56 | 0 | 15 | 0 | 71 | 83 | 587 | 11 | 4 | 685 | 1621 | 1529 | 92 | |
| | 12:00 PM | 3 | 3 | 3 | 0 | 9 | 10 | 712 | 75 | 1 | 798 | 50 | 2 | 11 | 0 | 63 | 35 | 617 | 3 | 3 | 658 | 1528 | 1456 | 72 | |
| PM | 1:00 PM | 5 | 0 | 2 | 0 | 7 | 5 | 685 | 59 | 3 | 752 | 41 | 1 | 16 | 0 | 58 | 28 | 640 | 6 | 0 | 674 | 1491 | 1426 | 65 | |
| | 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 | 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 |
| | 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 |
| | 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 |
| | 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 |
| | 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 33 | 10 | 18 | 0 | 61 | 42 | 2777 | 271 | 7 | 3097 | 194 | 4 | 56 | 0 | 254 | 172 | 2419 | 30 | 9 | 2630 | 6042 | 5727 | 315 | |

Graphical Summary of Hourly Volumes

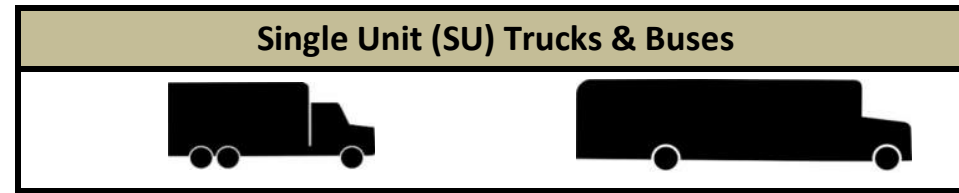


Intersection Traffic Volume Report

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

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

W. Rawson Ave. & Chase/McDonalds Drwy.



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

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | |
|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|----|
| | BMO Drwy. | | | | | W. Rawson Ave. | | | | | Chase/McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 10 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 9 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 7 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 4 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 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 | 5 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 7 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | | |
| 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 | 1 | 1 | 0 | 0 | 2 | 2 | | |
| 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 | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & Chase/McDonalds Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min Totals | Hourly Sum |
|-----------------------|-------------------------|-----------|----------|------------------------|-----------|----------|-------------------------|-----------|----------|------------------------|-----------|----------|---------------|------------|
| | BMO Drwy. | | | W. Rawson Ave. | | | Chase/McDonalds Drwy. | | | W. Rawson Ave. | | | | |
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 10:30 AM | 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 |
| 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 | 1 |
| 11:30 AM | 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 | 2 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 12:45 PM | 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 | 1 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 7 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: W. Rawson Ave.
 Minor St: McDonalds Drwy.
 Intersection of: W. Rawson Ave. & McDonalds Drwy.

IX_ID:



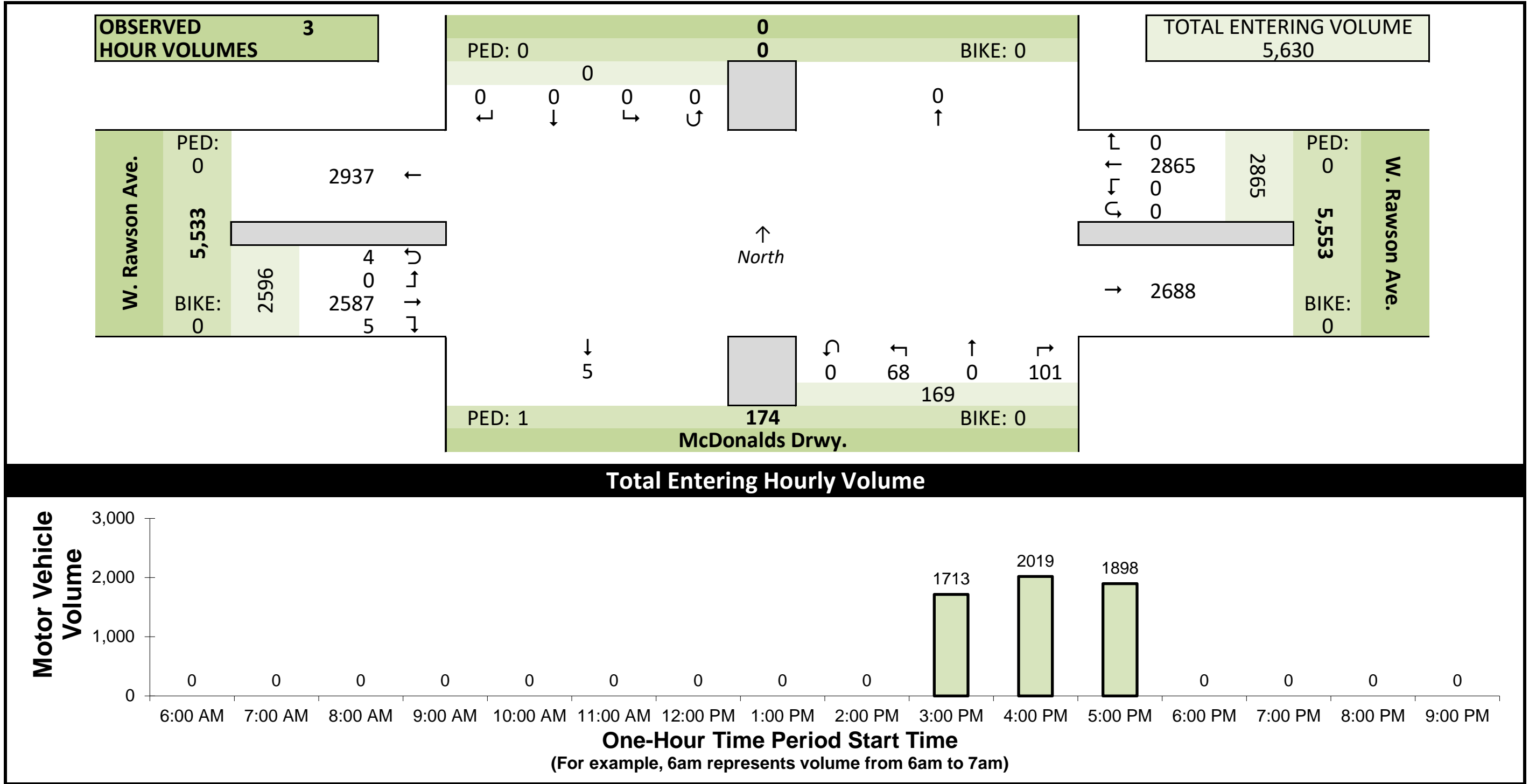
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | 0 | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | McDonalds Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

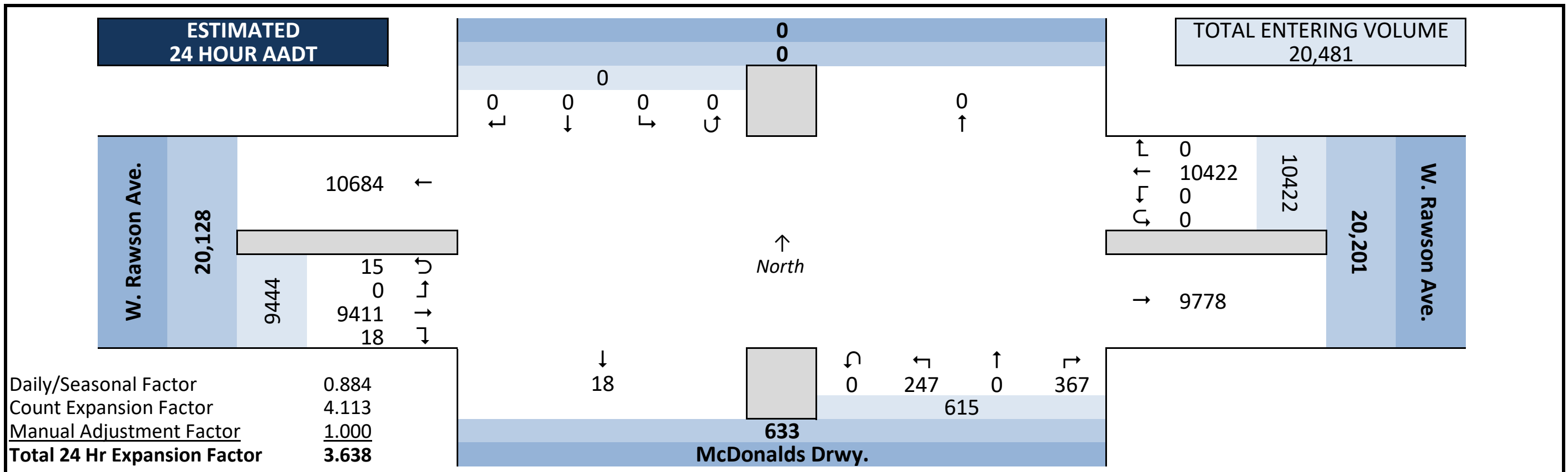
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | | | |
| | AM | MD | PM 4:15-5:15pm |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT

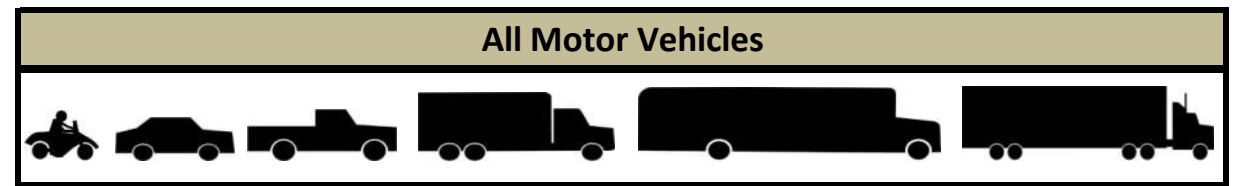


Intersection Traffic Volume Report

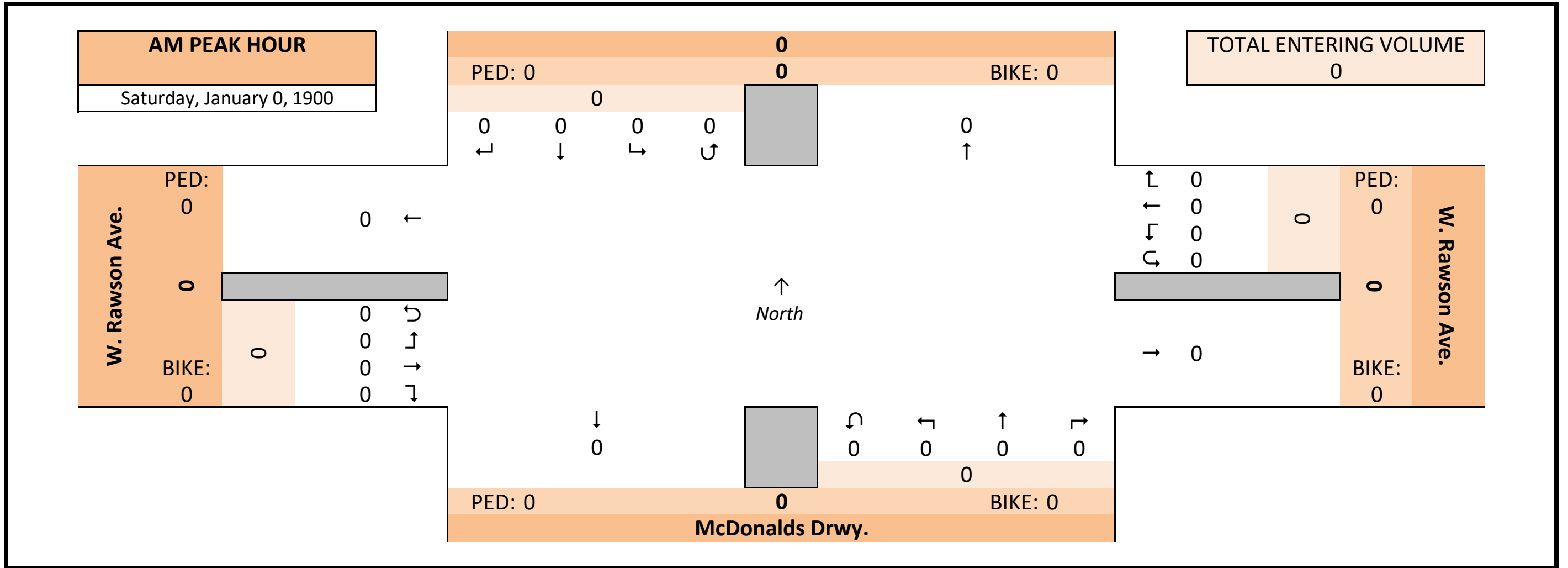
| Count Basics | | Page 2 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

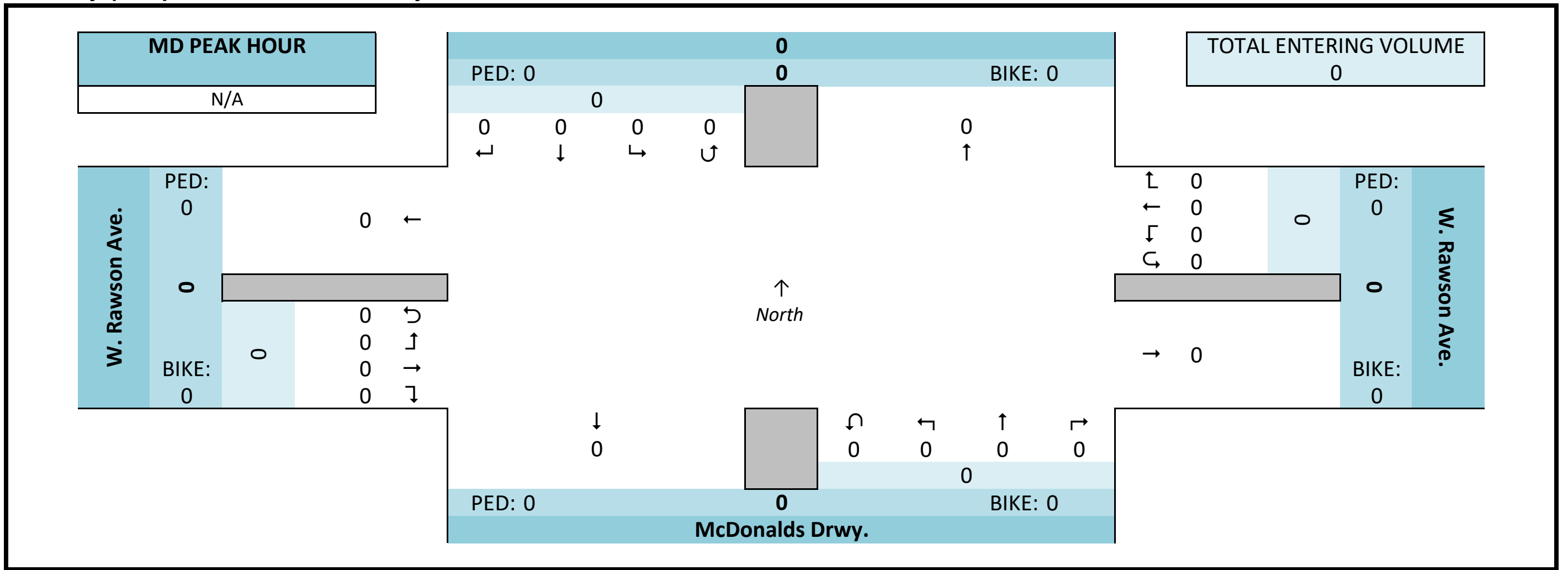
W. Rawson Ave. & McDonalds Drwy.



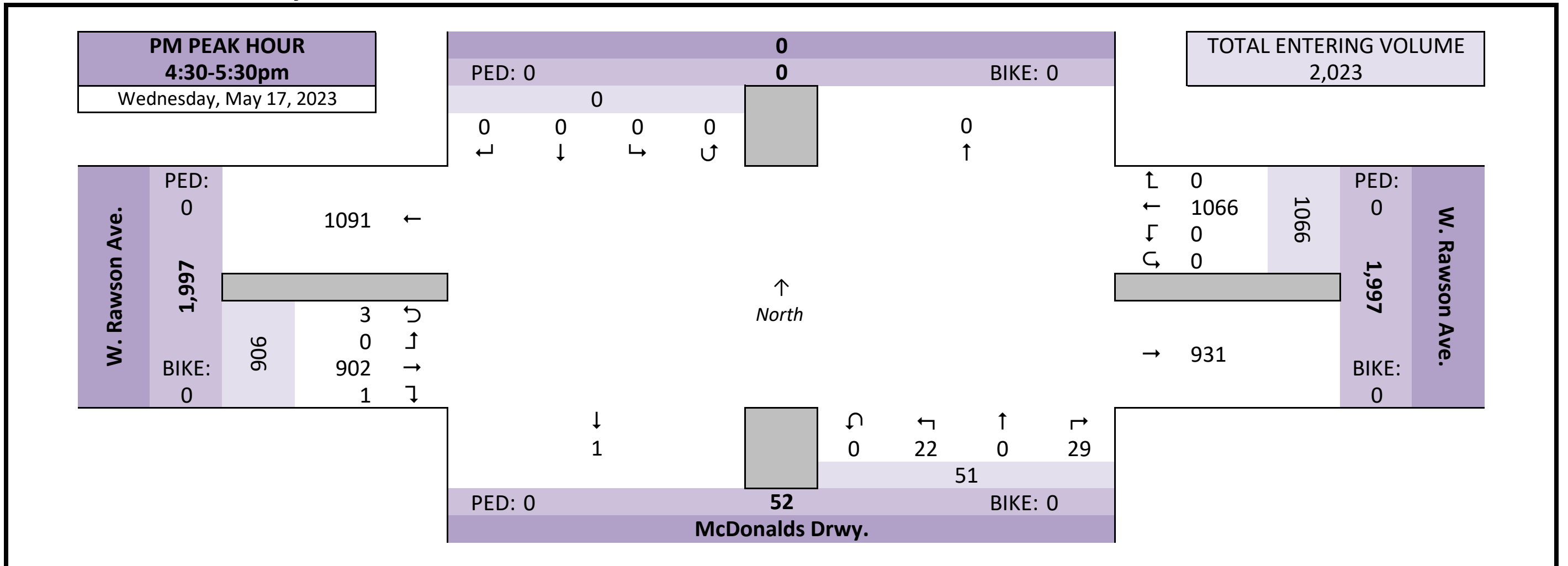
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

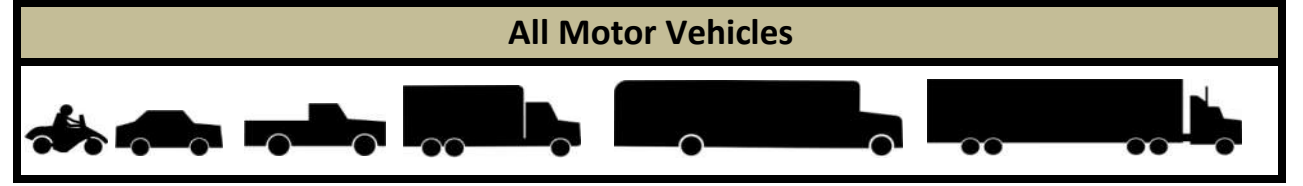


Intersection Traffic Volume Report

| Count Basics | | Page 3 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

W. Rawson Ave. & McDonalds Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals | |
|---------------------------|--|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------|------|------|------|-------|----------------|------|------|------|-------|--------|------|
| AM Peak Hour | | 0 | | | | | W. Rawson Ave. | | | | | McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | | |
| Start Time | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| 8:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| 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 |
| Peak Hour Volume | | 0 | 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 | 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 | 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 | 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 | 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 | 0.00 |

| N/A | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals | |
|------------------------|--|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------|------|------|------|-------|----------------|------|------|------|-------|--------|------|
| MD Peak Hour | | 0 | | | | | W. Rawson Ave. | | | | | McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | | |
| Start Time | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | |
| 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 | 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 |
| 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 |
| Peak Hour Volume | | 0 | 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 | 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 | 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 | 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 | 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 | 0.00 |

| Wednesday, May 17, 2023 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|-------------------------|--|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| PM Peak Hour | | 0 | | | | | W. Rawson Ave. | | | | | McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | |
| Start Time | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 0 | 0 | 280 | 10 | 0 | 11 | 0 | 21 | 0 | 195 | 0 | 0 | 195 | 496 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 299 | 0 | 0 | 299 | 6 | 0 | 4 | 0 | 10 | 0 | 237 | 0 | 0 | 237 | 546 |
| 5:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 0 | 0 | 257 | 7 | 0 | 4 | 0 | 11 | 1 | 247 | 0 | 2 | 250 | 518 |
| 5:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 0 | 0 | 230 | 6 | 0 | 3 | 0 | 9 | 0 | 223 | 0 | 1 | 224 | 463 |
| Peak Hour Volume | | 0 | 0 | 0 | 0 | 0 | 0 | 1066 | 0 | 0 | 1066 | 29 | 0 | 22 | 0 | 51 | 1 | 902 | 0 | 3 | 906 | 2023 |
| Rounded Hourly Volume | | 0 | 0 | 0 | 0 | 0 | 0 | 1065 | 0 | 0 | 1065 | 30 | 0 | 20 | 0 | 50 | 0 | 900 | 0 | 5 | 905 | 2020 |
| % Single Unit Trucks | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 |
| % 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 | 0.2 | 0.0 | 0.0 | 0.2 |
| % Trucks (Total) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 1.9 |
| Peak Hour Factor (PHF) | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.00 | 0.89 | 0.72 | 0.00 | 0.50 | 0.00 | 0.61 | 0.25 | 0.91 | 0.00 | 0.37 | 0.91 | 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 |
|----------------------------|----|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | 0 | | | W. Rawson Ave. | | | McDonalds Drwy. | | | W. Rawson Ave. | | | |
| 15-Minute Start Time | | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | |
| 8:00 AM | 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 |
| 12:00 PM | MD | 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 |
| 4:30 PM | 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 |
| Total | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & McDonalds Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min Totals | Hourly Sum |
|-----------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|---------------|------------|
| | 0 | | | W. Rawson Ave. | | | McDonalds Drwy. | | | W. Rawson Ave. | | | | |
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: W. Rawson Ave.
 Minor St: McDonalds Drwy.
 Intersection of: W. Rawson Ave. & McDonalds Drwy.

IX_ID:



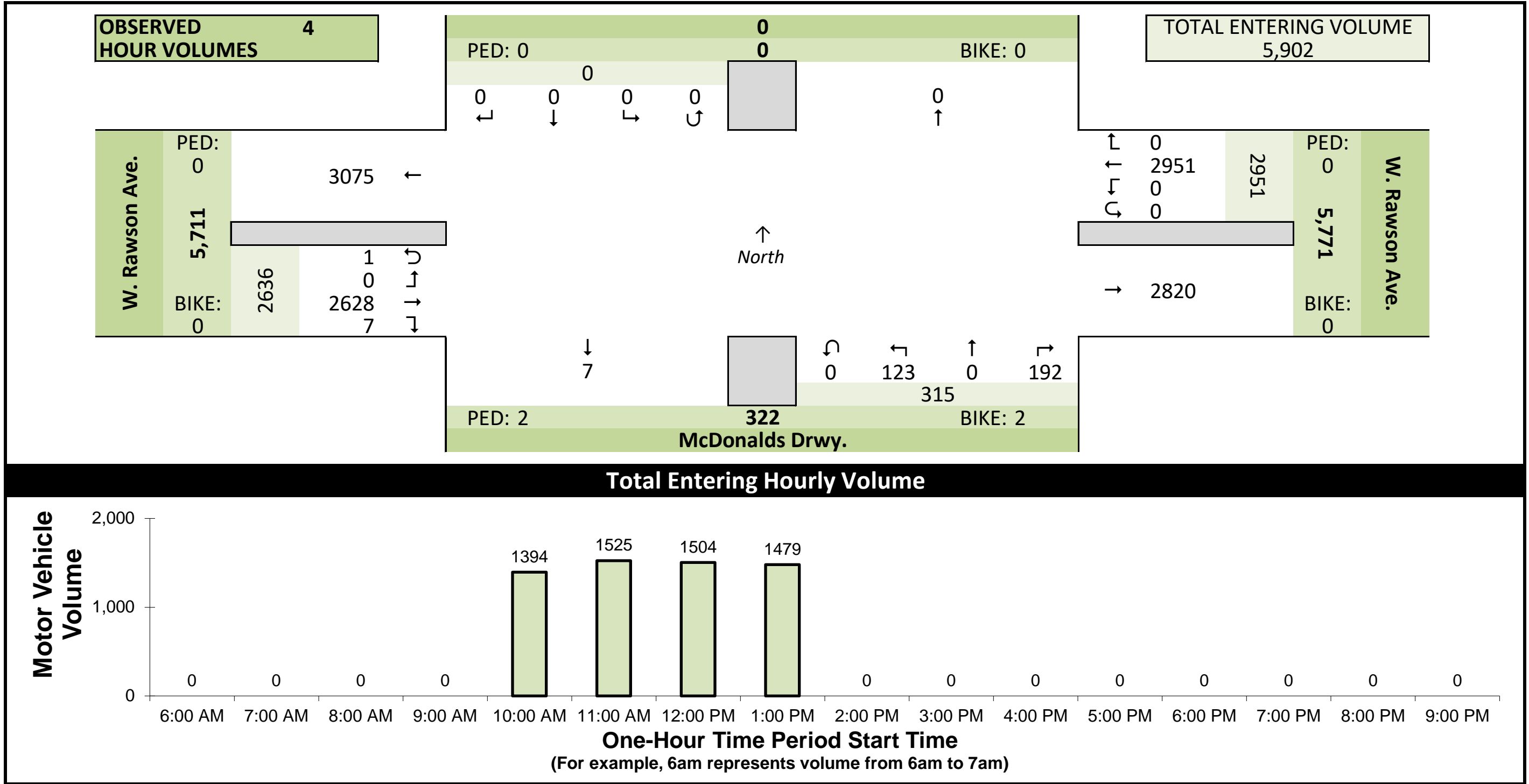
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | 0 | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | McDonalds Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

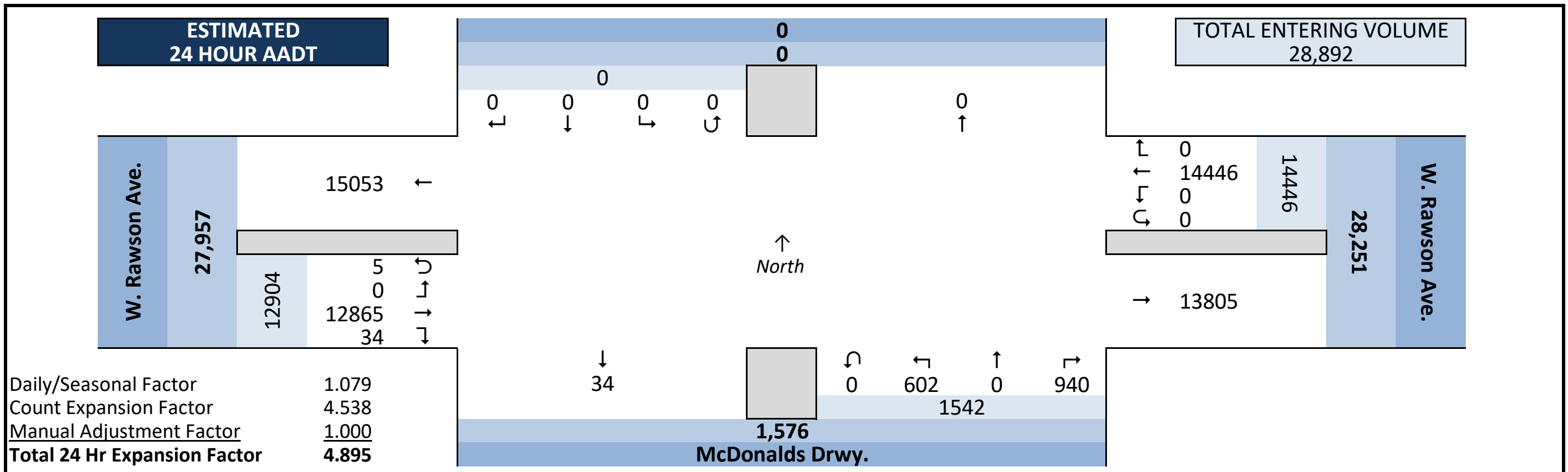
Count Information

| | | | |
|----------------------------------|--|---------------------------|---------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. |
| | 1.000 | | |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

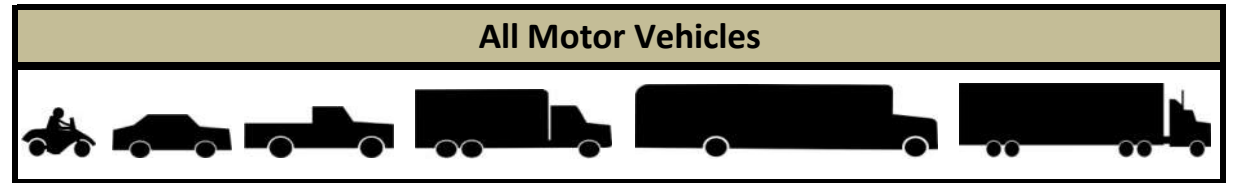


Intersection Traffic Volume Report

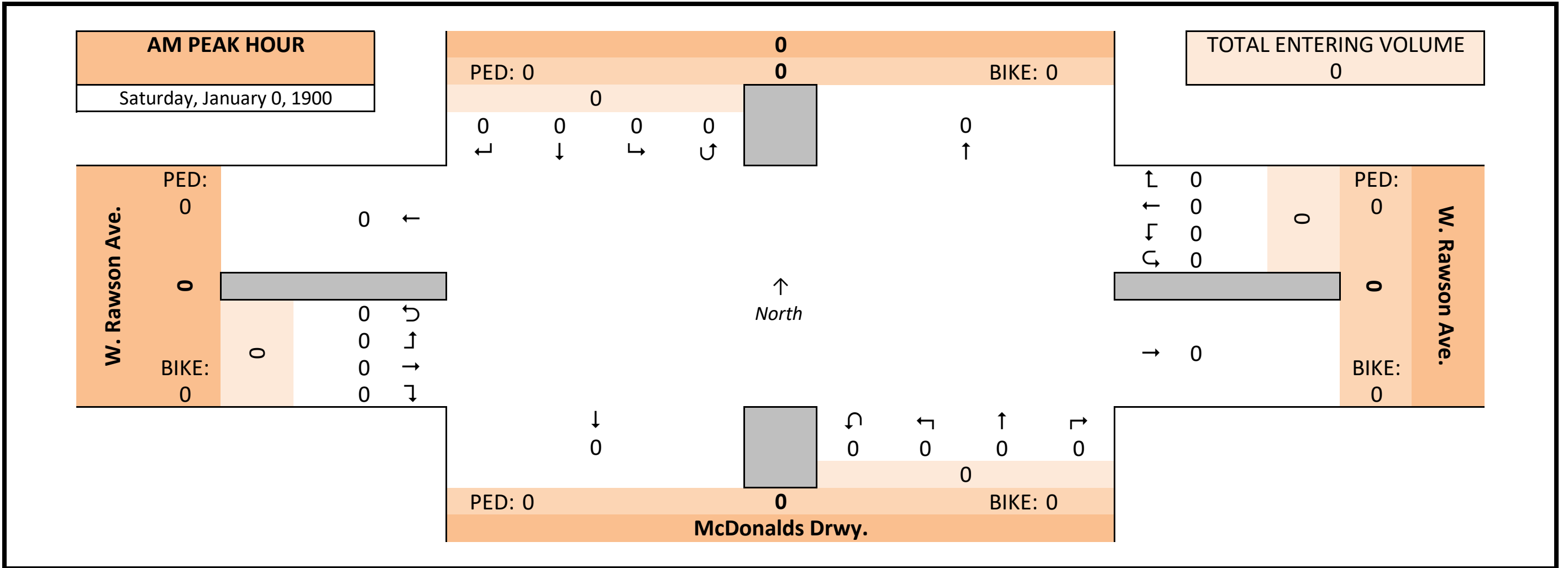
| Count Basics | | Page 2 of 13 | |
|--------------------------------|------------------------|--------------|--------------------|
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

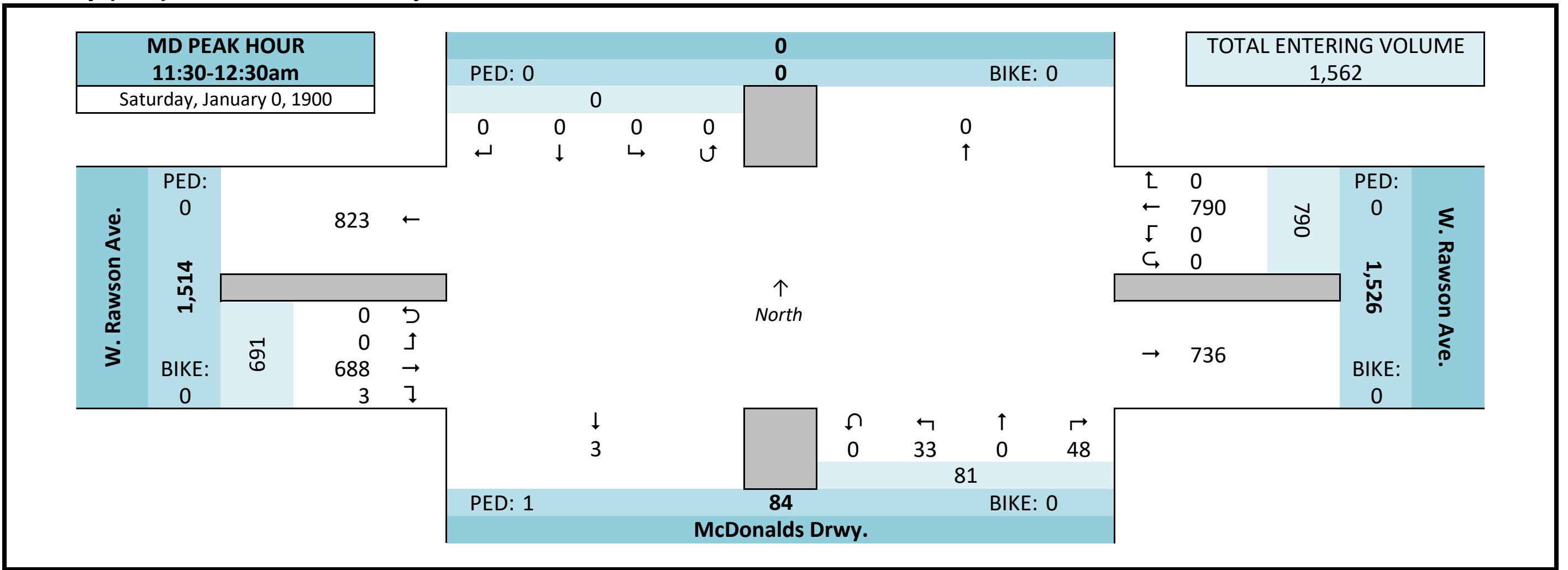
W. Rawson Ave. & McDonalds Drwy.



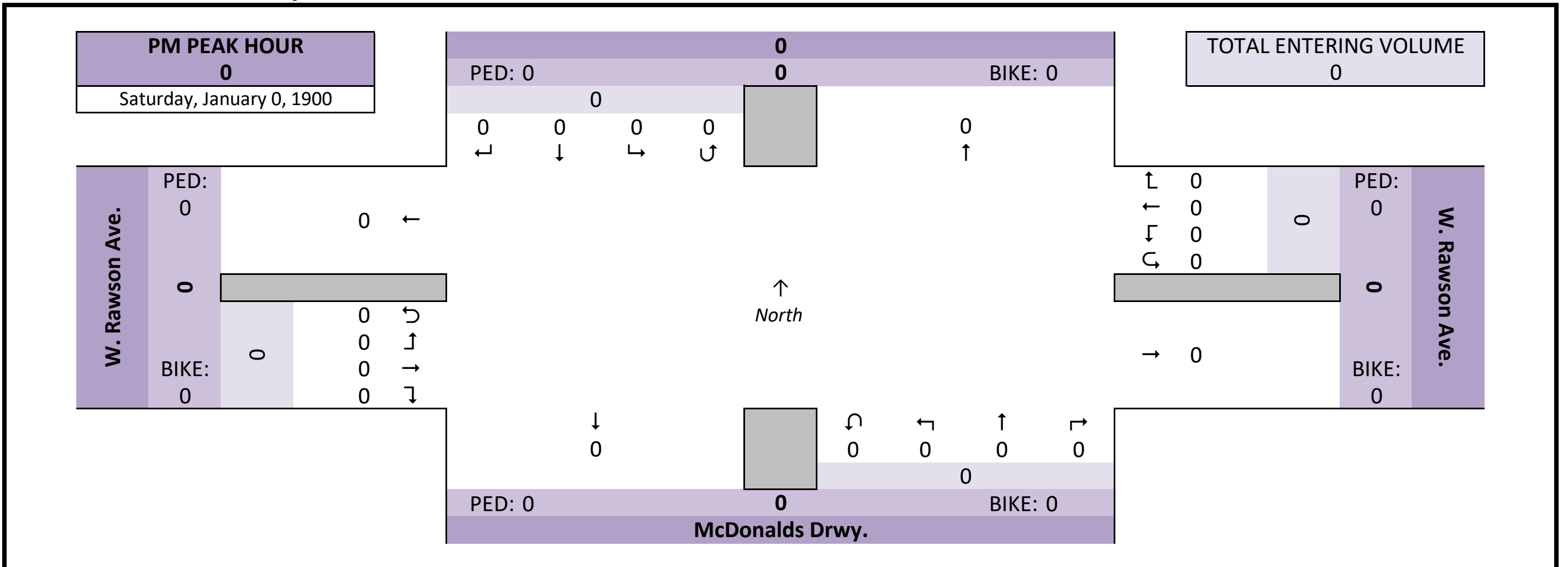
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

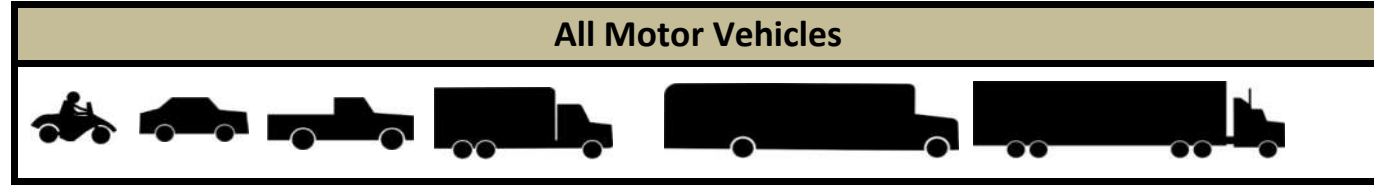


Intersection Traffic Volume Report

| | | | |
|--------------------------------|------------------------|---------------------|--------------------|
| Count Basics | | <i>Page 4 of 13</i> | |
| Start Date: | Saturday, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

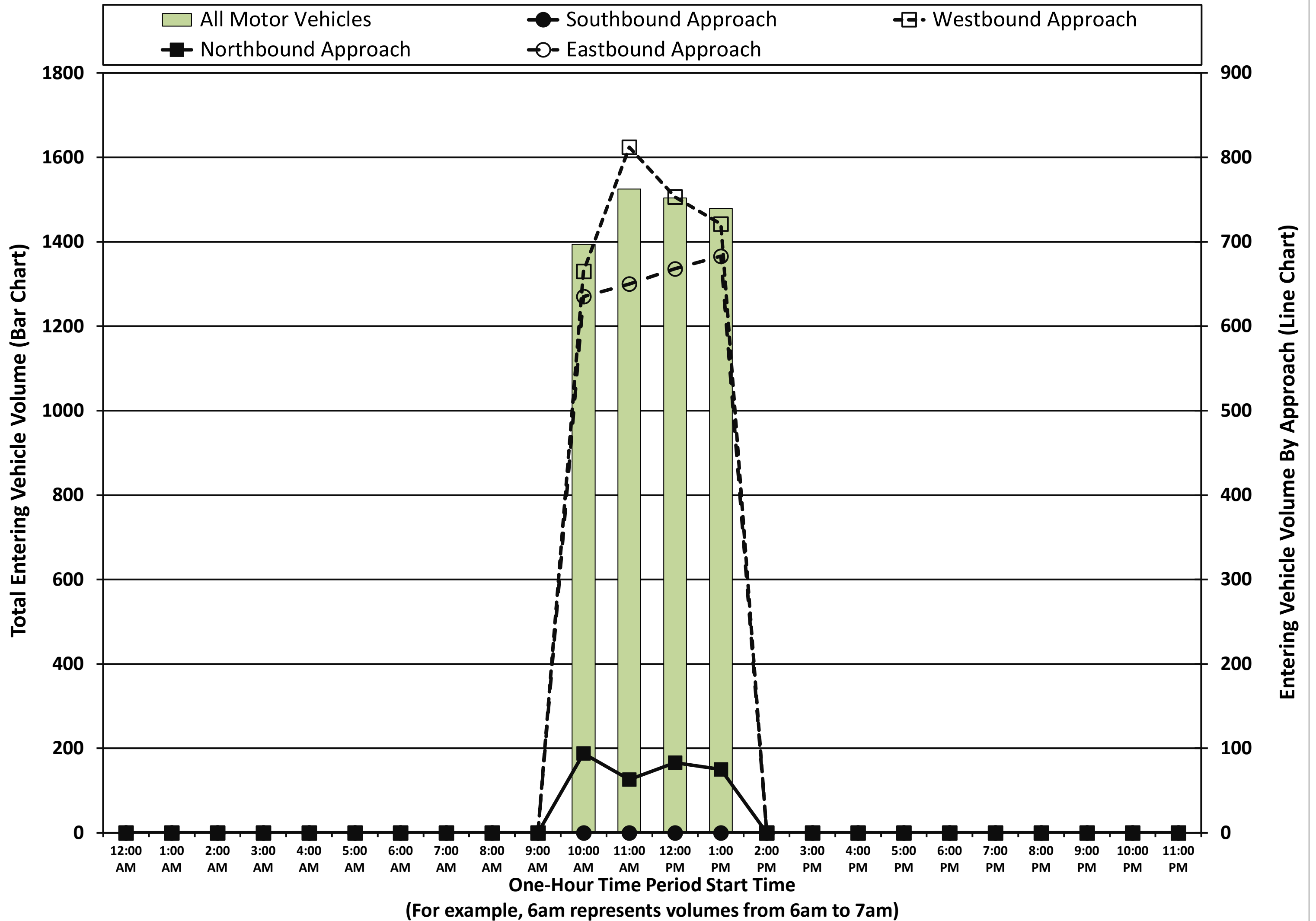
W. Rawson Ave. & McDonalds Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Vehicle Volume | Directional Volume Totals | | | | | | | | | | |
|----------------------|------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------|------|------|------|-------|----------------|------|------|------|-------|----------------------|---------------------------|-----|---|---|---|---|---|---|---|---|---|
| | | 0 | | | | | W. Rawson Ave. | | | | | McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | | E/W | N/S | | | | | | | | | |
| | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | | | | | | | |
| Pre-AM | 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 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 | |
| | 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 | |
| | 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 | |
| MD | 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 | |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 665 | 0 | 0 | 665 | 57 | 0 | 37 | 0 | 94 | 0 | 634 | 0 | 1 | 635 | 1394 | 1300 | 94 | | | | | | | | | |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 812 | 0 | 0 | 812 | 33 | 0 | 30 | 0 | 63 | 2 | 648 | 0 | 0 | 650 | 1525 | 1462 | 63 | | | | | | | | | |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 753 | 0 | 0 | 753 | 52 | 0 | 31 | 0 | 83 | 3 | 665 | 0 | 0 | 668 | 1504 | 1421 | 83 | | | | | | | | | |
| PM | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 721 | 0 | 0 | 721 | 50 | 0 | 25 | 0 | 75 | 2 | 681 | 0 | 0 | 683 | 1479 | 1404 | 75 | | | | | | | | | |
| | 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 | | |
| | 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 | | |
| | 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 | |
| | 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 | |
| | 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 | |
| | 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 |
| | 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 |
| | 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 |
| | 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 2951 | 0 | 0 | 2951 | 192 | 0 | 123 | 0 | 315 | 7 | 2628 | 0 | 1 | 2636 | 5902 | 5587 | 315 | | | | | | | | | |

Graphical Summary of Hourly Volumes

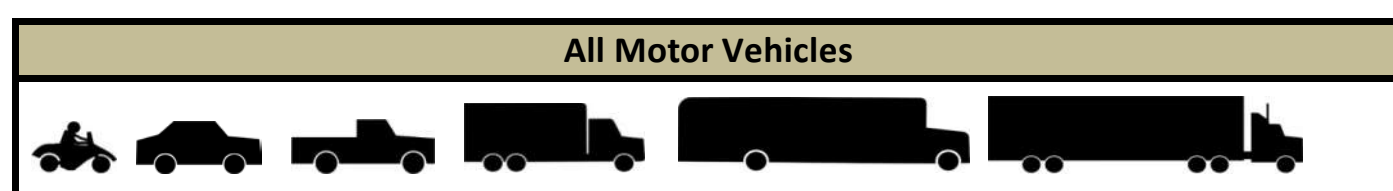


Intersection Traffic Volume Report

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

15-Minute Motor Vehicle Data

W. Rawson Ave. & McDonalds Drwy.



15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | PHF | | | | | |
|-----------------------|------------|------|------|------|-------|-----------|------|------|------|-------|------------|------|------|------|-------|-----------|------|------|------|-------|---------------|------------|-----|---|------|------|--|--|
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2951 | 0 | 0 | 0 | 2951 | 192 | 0 | 123 | 0 | 315 | 7 | 2628 | 0 | 1 | 2636 | 5902 | | |

Peak Hour All Vehicle Volume Summary

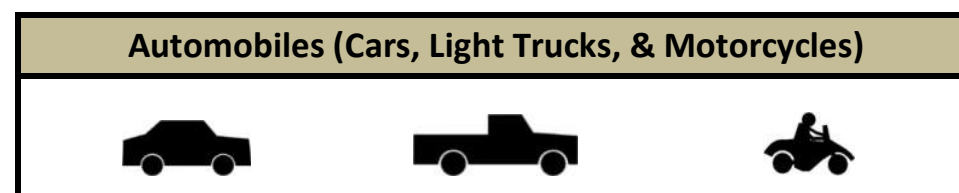
| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | PHF | | | | | |
|--------------------|------------|------|------|------|-------|-----------|------|------|------|-------|------------|------|------|------|-------|-----------|------|------|------|-------|---------------------|------|---|---|---|---|---|
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 |
| MD 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 790 | 0 | 0 | 790 | 48 | 0 | 33 | 0 | 81 | 3 | 688 | 0 | 0 | 691 | 1562 | 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 | 0 | | | | | |

Intersection Traffic Volume Report

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

15-Minute Automobile Data

W. Rawson Ave. & McDonalds Drwy.



15-Minute Automobile Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | | |
|-----------------------|------------|------|------|------|-------|----------------|------|------|------|-------|-----------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|---|---|
| | 0 | | | | | W. Rawson Ave. | | | | | McDonalds Drwy. | | | | | W. Rawson Ave. | | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 176 | 16 | 0 | 13 | 0 | 29 | 0 | 157 | 0 | 0 | 157 | 362 | 1384 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 167 | 14 | 0 | 8 | 0 | 22 | 0 | 152 | 0 | 0 | 152 | 341 | 1385 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 166 | 13 | 0 | 9 | 0 | 22 | 0 | 158 | 0 | 1 | 159 | 347 | 1385 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 149 | 14 | 0 | 7 | 0 | 21 | 0 | 164 | 0 | 0 | 164 | 334 | 1416 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 0 | 204 | 9 | 0 | 2 | 0 | 11 | 1 | 147 | 0 | 0 | 148 | 363 | 1519 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 193 | 5 | 0 | 5 | 0 | 10 | 1 | 137 | 0 | 0 | 138 | 341 | 1518 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 10 | 0 | 10 | 0 | 20 | 0 | 169 | 0 | 0 | 169 | 378 | 1556 | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 223 | 9 | 0 | 13 | 0 | 22 | 0 | 192 | 0 | 0 | 192 | 437 | 1553 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 0 | 0 | 177 | 11 | 0 | 7 | 0 | 18 | 2 | 165 | 0 | 0 | 167 | 362 | 1500 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 0 | 197 | 18 | 0 | 3 | 0 | 21 | 1 | 160 | 0 | 0 | 161 | 379 | 1511 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 0 | 183 | 10 | 0 | 9 | 0 | 19 | 0 | 173 | 0 | 0 | 173 | 375 | 1504 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 193 | 13 | 0 | 12 | 0 | 25 | 0 | 166 | 0 | 0 | 166 | 384 | 1474 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 0 | 0 | 177 | 13 | 0 | 4 | 0 | 17 | 0 | 179 | 0 | 0 | 179 | 373 | 1475 | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 0 | 0 | 192 | 13 | 0 | 4 | 0 | 17 | 0 | 163 | 0 | 0 | 163 | 372 | 1475 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 162 | 11 | 0 | 9 | 0 | 20 | 1 | 162 | 0 | 0 | 163 | 345 | 1475 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 188 | 13 | 0 | 8 | 0 | 21 | 1 | 175 | 0 | 0 | 176 | 385 | 1475 | | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0</ | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & McDonalds Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min Totals | Hourly Sum |
|-----------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|---------------|------------|
| | 0 | | | W. Rawson Ave. | | | McDonalds Drwy. | | | W. Rawson Ave. | | | | |
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 10:15 AM | 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 |
| 10:45 AM | 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 |
| 11:15 AM | 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 | 1 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 12:15 PM | 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 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 2 | 0 | 0 | 0 | 2 | |
| 1:45 PM | 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 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 4 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events | | |

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: W. Rawson Ave.
 Minor St: Anderson Dentist Drwy.
 Intersection of: W. Rawson Ave. & Anderson Dentist Drwy. IX_ID:



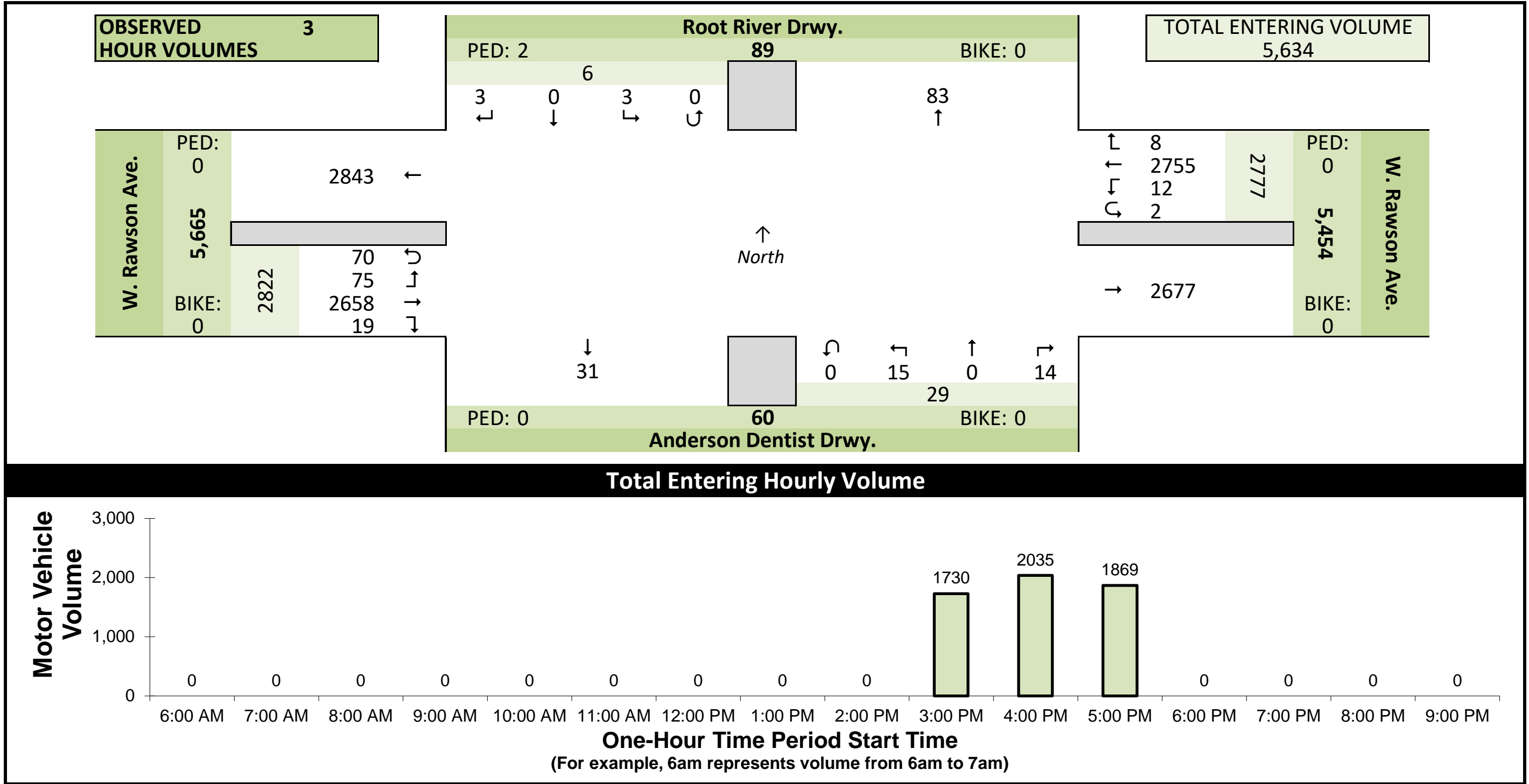
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | Root River Drwy. | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | Anderson Dentist Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| Other (describe) | | None | None |

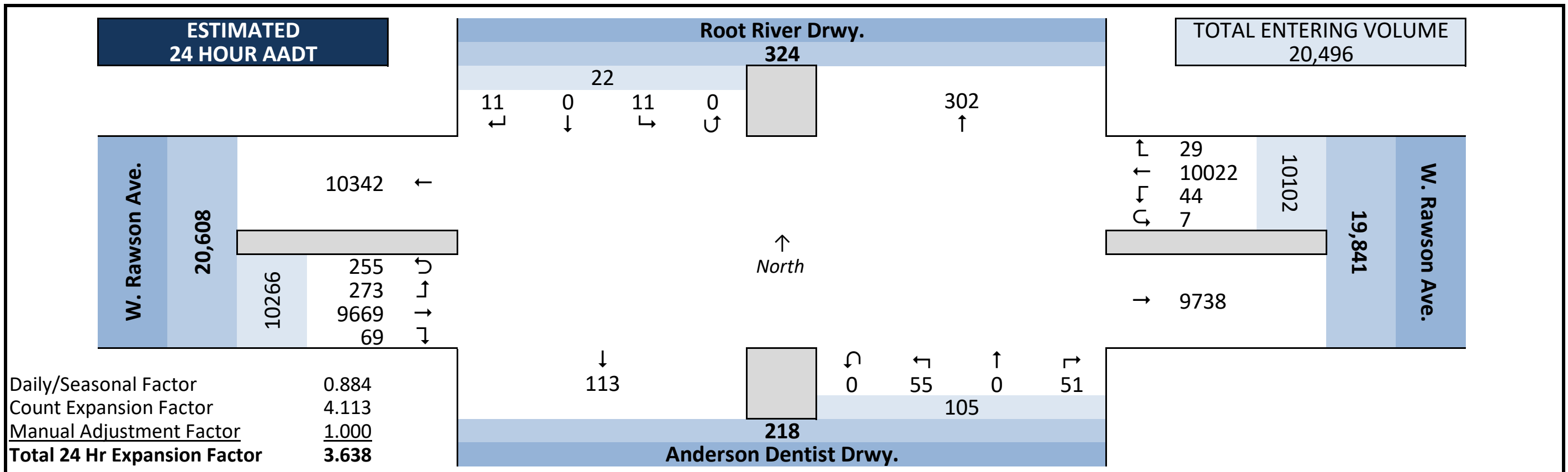
Count Information

| | | | |
|----------------------------------|--|---------------------------|-------------------|
| Hrs Counted: | 03:00 PM-06:00 PM | | |
| 1st Day of Count | Wednesday, May 17, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Clear & Dry | | |
| PM Peak Period | Wednesday, May 17, 2023 | | Clear & Dry |
| Calculated Peak Hours | AM | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | AM | MD | PM 4:30-5:30pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 0.884 | Count Expansion Factor | 4.113 |
| Company Name | Ayres Associates | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT

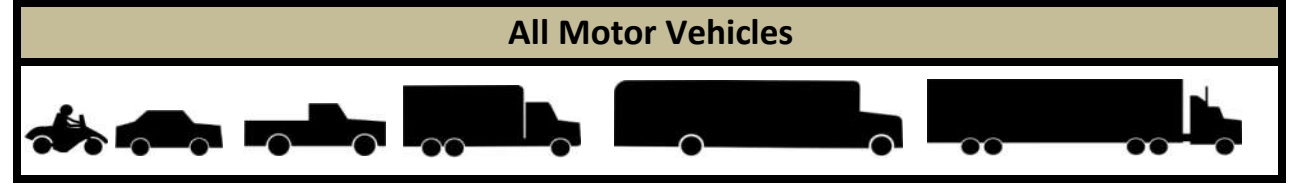


Intersection Traffic Volume Report

| Count Basics | | Page 3 of 13 | |
|--------------------------------|-------------------------|--------------|--------------------|
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

Peak Hour Volume Summary

W. Rawson Ave. & Anderson Dentist Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| AM Peak Hour | AM Peak Hour | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| % 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 | | |
| 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 | | |

| N/A | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| Midday (MD) Peak Hour | MD Peak Hour | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| % 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 | | |
| 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 | | |

| Wednesday, May 17, 2023 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|-------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| PM Peak Hour | PM Peak Hour | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 0 | 264 | 3 | 0 | 2 | 0 | 5 | 0 | 218 | 2 | 6 | 226 | |
| | 4:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 277 | 1 | 0 | 279 | 1 | 0 | 1 | 0 | 2 | 4 | 250 | 6 | 3 | 263 | |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 233 | 0 | 0 | 234 | 1 | 0 | 2 | 0 | 3 | 2 | 255 | 4 | 5 | 266 | |
| | 5:15 PM | 0 | 0 | 1 | 0 | 1 | 1 | 233 | 1 | 1 | 235 | 1 | 0 | 1 | 0 | 2 | 2 | 220 | 4 | 6 | 232 | |
| | Peak Hour Volume | 1 | 0 | 1 | 0 | 2 | 2 | 1007 | 2 | 1 | 1012 | 6 | 0 | 6 | 0 | 12 | 8 | 943 | 16 | 20 | 987 | |
| | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1005 | 0 | 0 | 1005 | 5 | 0 | 5 | 0 | 10 | 10 | 945 | 15 | 20 | 990 | |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.6 | |
| | % Heavy Trucks | 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 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | |
| % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 1.9 | | |
| Peak Hour Factor (PHF) | 0.25 | 0.00 | 0.25 | 0.00 | 0.50 | 0.50 | 0.91 | 0.50 | 0.25 | 0.91 | 0.50 | 0.00 | 0.75 | 0.00 | 0.60 | 0.50 | 0.92 | 0.67 | 0.83 | 0.93 | | |

Peak Hour Pedestrian and Bicyclist Volumes

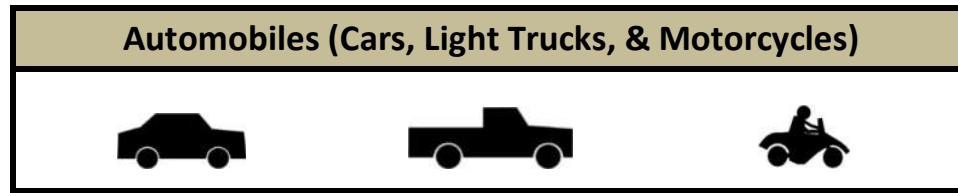
| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|----------------------------|----------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | Root River Drwy. | | | W. Rawson Ave. | | | Anderson Dentist Drwy. | | | W. Rawson Ave. | | | |
| 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 |
| 8:15 AM | | 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 | |
| 8:45 AM | | 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 | |
| MD | 12:00 PM | 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 | |
| | 12:30 PM | 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 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 5:00 PM | 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 | |
| | Total | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|-------------------------|---------------------|--------------------|
| Count Basics | | Page 6 of 13 | |
| Start Date: | Wednesday, May 17, 2023 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 3 | Non-Holiday | No Special Events |

15-Minute Automobile Data

W. Rawson Ave. & Anderson Dentist Drwy.



15-Minute Automobile Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | |
|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|------|
| | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 1 | 0 | 217 | 1 | 0 | 2 | 0 | 3 | 1 | 184 | 0 | 3 | 188 | 408 | 1661 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 4 | 1 | 214 | 1 | 0 | 0 | 0 | 1 | 0 | 193 | 0 | 4 | 197 | 412 | 1745 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 215 | 2 | 0 | 2 | 0 | 4 | 2 | 180 | 1 | 7 | 190 | 409 | 1811 |
| 3:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 225 | 0 | 0 | 226 | 1 | 0 | 2 | 0 | 3 | 3 | 186 | 3 | 10 | 202 | 432 | 1891 | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 205 | 2 | 0 | 207 | 1 | 0 | 2 | 0 | 3 | 1 | 274 | 0 | 6 | 281 | 492 | 1993 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 1 | 0 | 255 | 0 | 0 | 0 | 0 | 0 | 1 | 214 | 0 | 8 | 223 | 478 | 1997 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 0 | 0 | 261 | 3 | 0 | 2 | 0 | 5 | 0 | 215 | 2 | 6 | 223 | 489 | 1980 | |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 272 | 1 | 0 | 274 | 1 | 0 | 1 | 0 | 2 | 4 | 244 | 6 | 3 | 257 | 534 | 1941 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 230 | 0 | 0 | 231 | 1 | 0 | 2 | 0 | 3 | 2 | 251 | 4 | 5 | 262 | 496 | 1835 | |
| 5:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 230 | 1 | 1 | 232 | 1 | 0 | 1 | 0 | 2 | 2 | 214 | 4 | 6 | 226 | 461 | | |
| 5:30 PM | 2 | 0 | 0 | 0 | 2 | 2 | 184 | 1 | 0 | 187 | 0 | 0 | 1 | 0 | 1 | 1 | 226 | 26 | 7 | 260 | 450 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 181 | 1 | 0 | 185 | 2 | 0 | 0 | 0 | 2 | 2 | 205 | 29 | 5 | 241 | 428 | | |
| 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 | |
| 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 | |
| 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 | |
| 6:45 PM | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & Anderson Dentist Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach Root River Drwy. | | | Crossing East Approach W. Rawson Ave. | | | Crossing South Approach Anderson Dentist Drwy. | | | Crossing West Approach W. Rawson Ave. | | | 15-Min Totals | Hourly Sum |
|-----------------------|---|-----------|----------|--|-----------|----------|---|-----------|----------|--|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 0 |
| 3:15 PM | 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 |
| 3:45 PM | 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 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |

Special Pedestrians

| Pedestrian Type | None | 1 or 2 | A Few | Several | Many | Unknown |
|-------------------------------------|------|--------|-------|---------|------|---------|
| Pre-school Children | x | | | | | |
| Elementary 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 | | Version 2023.05.03 | | Page 1 of 13 | |
| Start Date: | Saturday, May 13, 2023 | Weekend | 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: W. Rawson Ave.
Minor St: Anderson Dentist Drwy.
Intersection of: W. Rawson Ave. & Anderson Dentist Drwy. **IX_ID:**



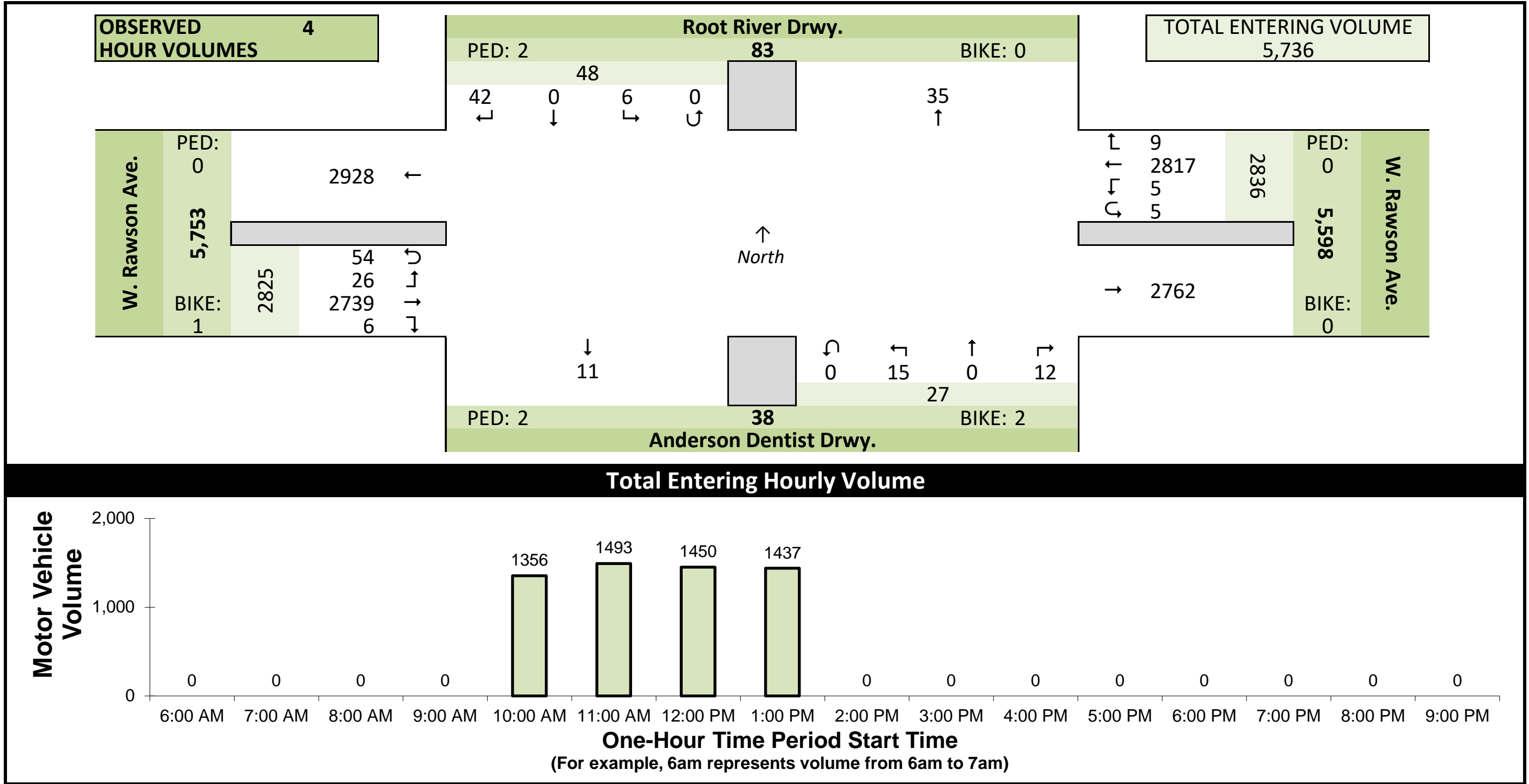
Site Information

| | | | |
|------------------------------|---|---------------|------|
| Municipality | City of Franklin | | |
| County | 40 - Milwaukee | WisDOT Region | SE |
| Traffic Control | Partial Stop Control | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | Root River Drwy. | | |
| East Leg | W. Rawson Ave. | | |
| South Leg | Anderson Dentist Drwy. | | |
| West Leg | W. Rawson Ave. | | |
| Special Considerations | | | |
| Schools | In Session | | |
| Holidays | None | | |
| Special Events | None | | |
| Special Pedestrians Observed | | | |
| | Pre-school children | None | |
| | Elementary school age children | None | |
| | Visually impaired (white cane/helper dog) | None | |
| | Elderly/disabled (except wheelchairs) | None | |
| | Wheelchairs/electric scooters | None | |
| | Other (describe) | None | None |

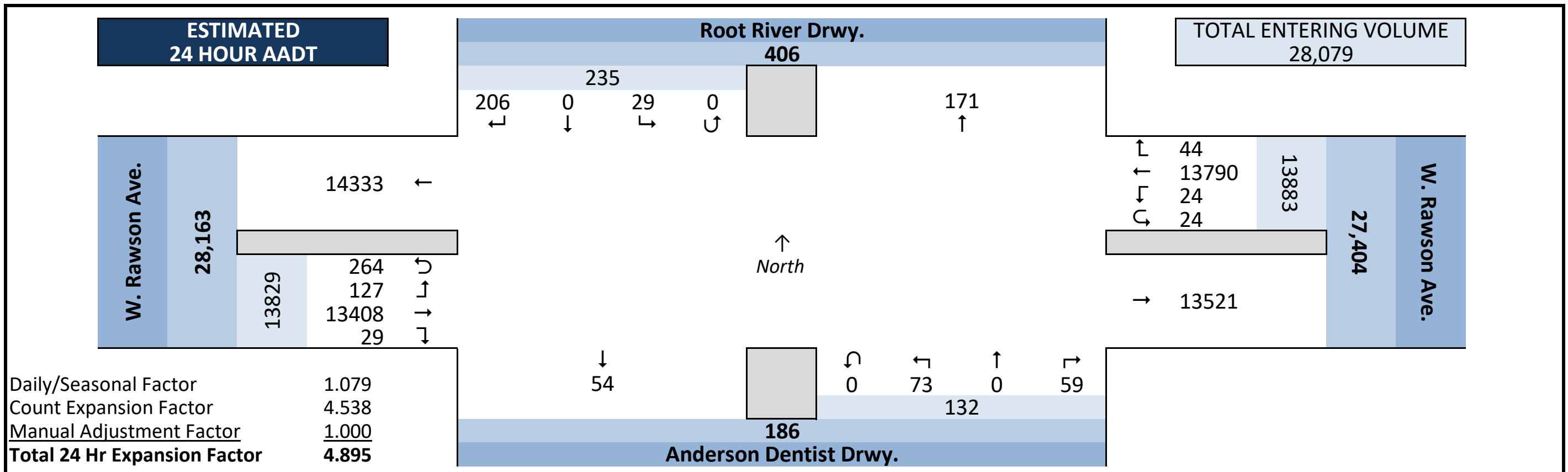
Count Information

| | | | |
|----------------------------------|--|---------------------------|---------------|
| Hrs Counted: | 10:00 AM-02:00 PM | | |
| 1st Day of Count | Saturday, May 13, 2023 | | Weather |
| AM Peak Period | Clear & Dry | | |
| Midday Peak Period | Saturday, May 13, 2023 | | Clear & Dry |
| PM Peak Period | Clear & Dry | | |
| Calculated Peak Hours | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Peak Hours Selected for Analysis | | | |
| | AM | MD | 11:30-12:30am |
| PM | | | |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.079 | Count Expansion Factor | 4.538 |
| Company Name | Ayres Associates | | Manual Adj. |
| | | | 1.000 |
| Observers | AM Peak Period | Miovision Video Recording | |
| | Midday Peak Period | Miovision Video Recording | |
| | PM Peak Period | Miovision Video Recording | |
| Comments | 2021 DOT Daily & Seasonal Factors, no AM or mid-day count data was collected for the weekday | | |

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT

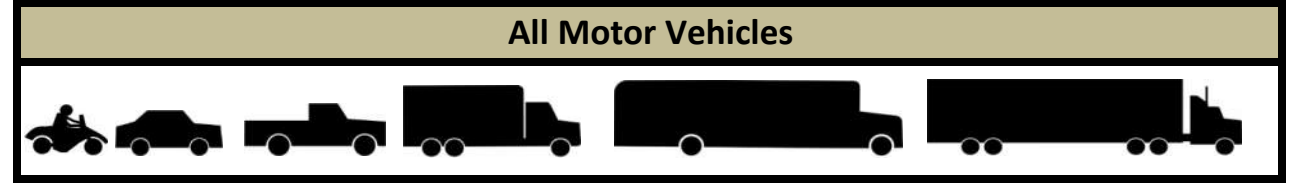


Intersection Traffic Volume Report

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

Peak Hour Volume Summary

W. Rawson Ave. & Anderson Dentist Drwy.



Peak Hour Volumes, Truck Percentages, and PHFs

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| AM Peak Hour | | 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 Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 8:00 AM | 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 | |
| | 8:30 AM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| MD Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| Midday (MD) Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 11:30 AM | 1 | 0 | 0 | 0 | 1 | 2 | 187 | 0 | 0 | 189 | 2 | 0 | 0 | 0 | 2 | 0 | 173 | 0 | 6 | 179 | |
| | 11:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 208 | 0 | 1 | 209 | 1 | 0 | 2 | 0 | 3 | 0 | 202 | 2 | 1 | 205 | |
| | 12:00 PM | 2 | 0 | 1 | 0 | 3 | 2 | 160 | 1 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 1 | 2 | 175 | |
| | 12:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 187 | 0 | 0 | 187 | 1 | 0 | 3 | 0 | 4 | 0 | 178 | 0 | 2 | 180 | |
| | Peak Hour Volume | 5 | 0 | 2 | 0 | 7 | 4 | 742 | 1 | 1 | 748 | 4 | 0 | 5 | 0 | 9 | 0 | 725 | 3 | 11 | 739 | |
| | Rounded Hourly Volume | 5 | 0 | 0 | 0 | 5 | 5 | 740 | 0 | 0 | 745 | 5 | 0 | 5 | 0 | 10 | 0 | 725 | 5 | 10 | 740 | |
| | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | |
| | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | |
| | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 | |
| Peak Hour Factor (PHF) | 0.62 | 0.00 | 0.50 | 0.00 | 0.58 | 0.50 | 0.89 | 0.25 | 0.25 | 0.89 | 0.50 | 0.00 | 0.42 | 0.00 | 0.56 | 0.00 | 0.90 | 0.37 | 0.46 | 0.90 | | |

| Saturday, January 0, 1900 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals |
|---------------------------|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|--------|
| | | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | |
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | |
| PM Peak Hour | Start Time | | | | | | | | | | | | | | | | | | | | | |
| | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Peak Hour Volume | 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 | |
| | % 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 | |
| | % 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 | |
| | % 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 | |
| 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 | | |

Peak Hour Pedestrian and Bicyclist Volumes

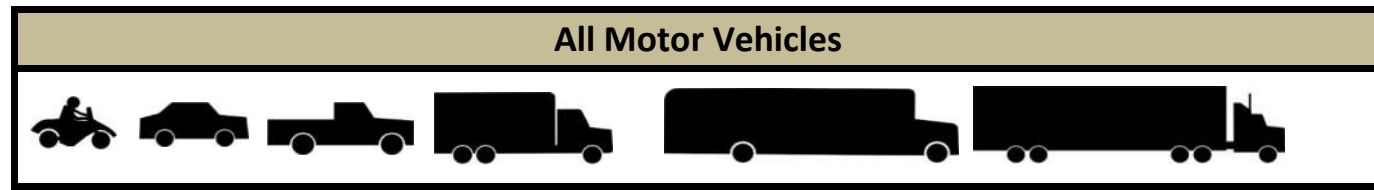
| Pedestrians and Bicyclists | | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume |
|----------------------------|----------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|
| | | Root River Drwy. | | | W. Rawson Ave. | | | Anderson Dentist Drwy. | | | W. Rawson Ave. | | | |
| 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 | |
| | 8:15 AM | 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 | |
| | 8:45 AM | 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 | |
| MD | 11:30 AM | 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 | |
| | 12:00 PM | 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 | 1 | 1 | |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| PM | 4:00 PM | 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 | |
| | 4:30 PM | 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 | |
| | Total | 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, May 13, 2023 | Weekend | Schools in Session |
| Total Number of Hours Counted: | 4 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

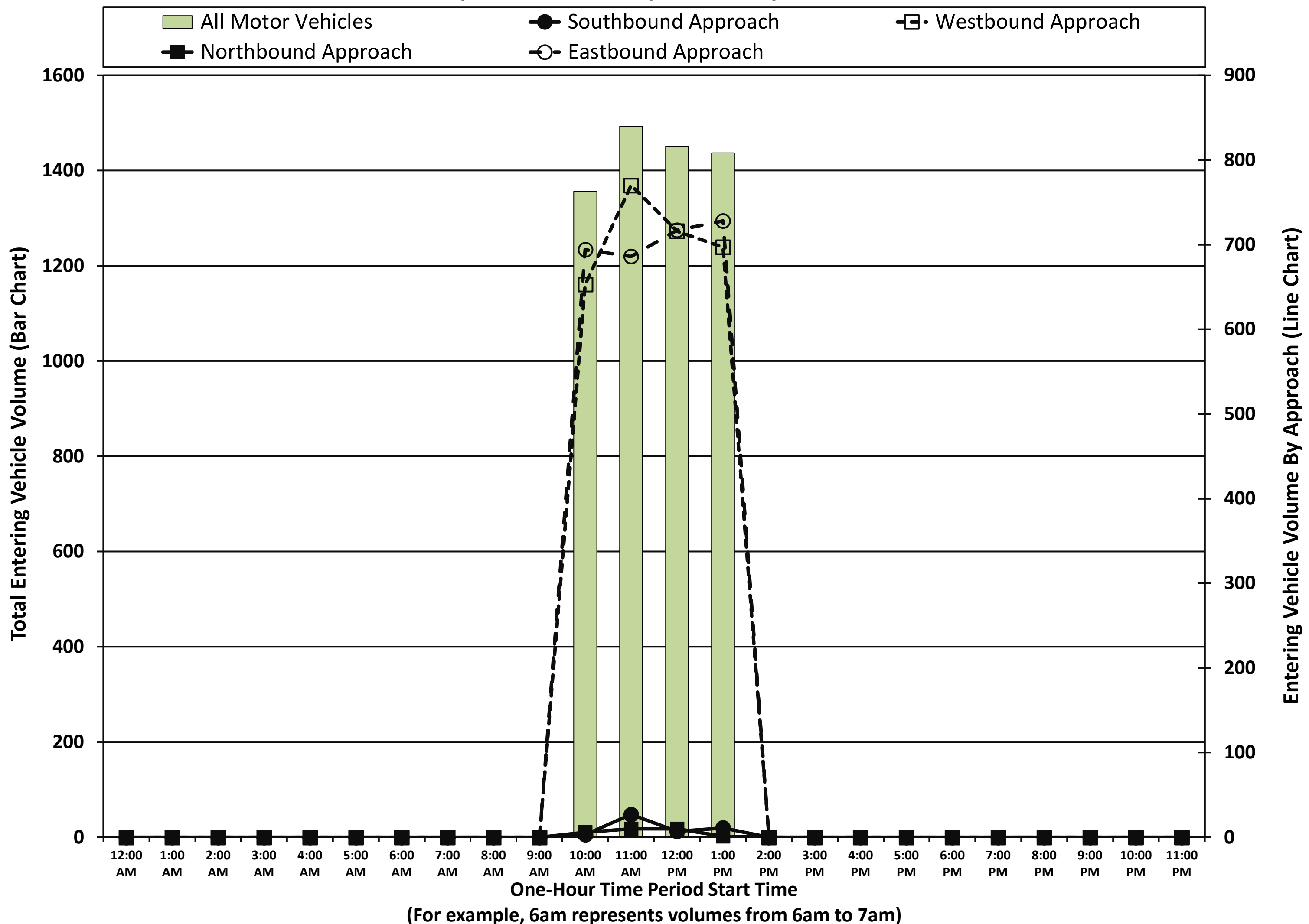
W. Rawson Ave. & Anderson Dentist Drwy.



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North Root River Drwy. | | | | | From East W. Rawson Ave. | | | | | From South Anderson Dentist Drwy. | | | | | From West W. Rawson Ave. | | | | | 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 | | |
| | Start Time | | | | | | | | | | | | | | | | | | | | | | | | |
| Pre-AM | 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 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 |
| | 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 |
| MD | 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 |
| | 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 |
| | 10:00 AM | 2 | 0 | 1 | 0 | 3 | 1 | 647 | 4 | 1 | 653 | 3 | 0 | 3 | 0 | 6 | 3 | 671 | 4 | 16 | 694 | 1356 | 1347 | 9 | |
| | 11:00 AM | 26 | 0 | 1 | 0 | 27 | 2 | 766 | 0 | 2 | 770 | 6 | 0 | 4 | 0 | 10 | 3 | 671 | 2 | 10 | 686 | 1493 | 1456 | 37 | |
| | 12:00 PM | 5 | 0 | 2 | 0 | 7 | 3 | 712 | 1 | 0 | 716 | 3 | 0 | 7 | 0 | 10 | 0 | 701 | 4 | 12 | 717 | 1450 | 1433 | 17 | |
| PM | 1:00 PM | 9 | 0 | 2 | 0 | 11 | 3 | 692 | 0 | 2 | 697 | 0 | 0 | 1 | 0 | 1 | 0 | 696 | 16 | 16 | 728 | 1437 | 1425 | 12 | |
| | 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 | |
| | 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Totals | | 42 | 0 | 6 | 0 | 48 | 9 | 2817 | 5 | 5 | 2836 | 12 | 0 | 15 | 0 | 27 | 6 | 2739 | 26 | 54 | 2825 | 5736 | 5661 | 75 | |

Graphical Summary of Hourly Volumes



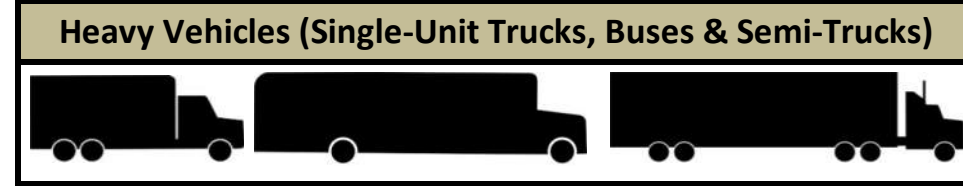
(For example, 6am represents volumes from 6am to 7am)

Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Data

W. Rawson Ave. & Anderson Dentist Drwy.



15-Minute Heavy Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | | |
|-----------------------|------------------|------|------|------|-------|----------------|------|------|------|-------|------------------------|------|------|------|-------|----------------|------|------|------|-------|---------------|------------|----|----|
| | Root River Drwy. | | | | | W. Rawson Ave. | | | | | Anderson Dentist Drwy. | | | | | W. Rawson Ave. | | | | | | | | |
| | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 12 | 12 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 8 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 11 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 5 | 9 | |
| 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 | 8 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 6 | 9 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 3 | 7 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 6 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 8 |
| 12:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 10 | 10 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 8 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 3 | 8 | 8 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 8 | 8 |
| 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 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 8 | 8 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 6:15 PM | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

W. Rawson Ave. & Anderson Dentist Drwy.



15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach Root River Drwy. | | | Crossing East Approach W. Rawson Ave. | | | Crossing South Approach Anderson Dentist Drwy. | | | Crossing West Approach W. Rawson Ave. | | | 15-Min Totals | Hourly Sum |
|-----------------------|---|-----------|----------|--|-----------|----------|---|-----------|----------|--|-----------|----------|---------------|------------|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| | Start Time | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 10:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 3 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 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 | 1 |
| 11:45 AM | 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 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 12:30 PM | 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 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 2 | 2 | 0 | 0 | 0 | 2 | |
| 1:45 PM | 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 | |
| 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 | |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 1 | 7 | |

Special Pedestrians

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

WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): Ballpark Commons TIA
 ROUTE(S): STH 36

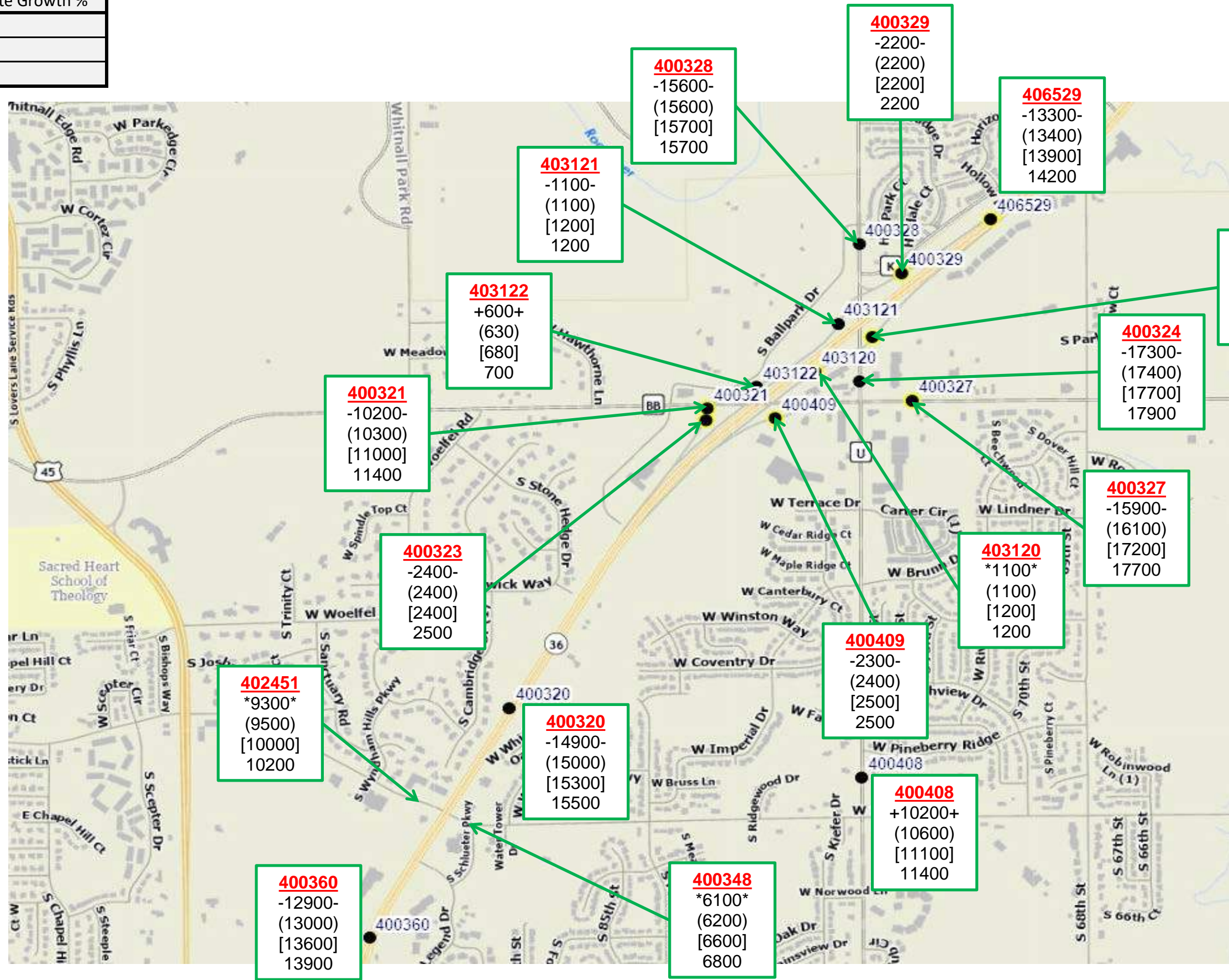
Region/COUNTY(IES): SE/Milwaukee
 LOCATION: CTH U and CTH BB Interchanges
 COMPLETED: February 14, 2023

Developed by: Brent DesRoches
 Phone: (262) 548-5611
 E-Mail: brent.desroches@dot.wi.gov



Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management

| Site(s) | Route(s) | Volume(s) | Site Growth % |
|---------|----------|-----------|---------------|
| | | | |
| | | | |
| | | | |



SITE ID = Colored, **bolded**, and underlined

NOTES ON THE FORECAST:

- This projection assumes that significant new traffic generation from ITE will be added to the background intersection forecasts by the TIA consultant to estimate development build traffic.
- Vehicle classification data and design values (K factors, directional splits, and percent trucks in design hours) are available here: <http://wisconsin.gov/Pages/projects/data-plan/traf-fore/default.aspx>
- The Traffic Analysis Forecasting Information System output and modified historical regression was used to complete the forecast. Adjustments were made as needed. Background growth rates were not reduced due to the generally low growth rates.

| Symbol | Count | Symbol | Forecast |
|--------|------------|--------|-----------|
| -000- | 2021 Count | (000) | 2023 AADT |
| *000* | 2019 Count | [000] | 2033 AADT |
| +000+ | 2017 Count | 000 | 2038 AADT |

WisDot Southeast Region
 Planning Unit 1
 Forecast by: Brent DesRoches
 Phone: 262-548-5611
 Email: brent.desroches@dot.wi.gov

Projected PM Design Hour Traffic Volumes

 Indicates roundabout

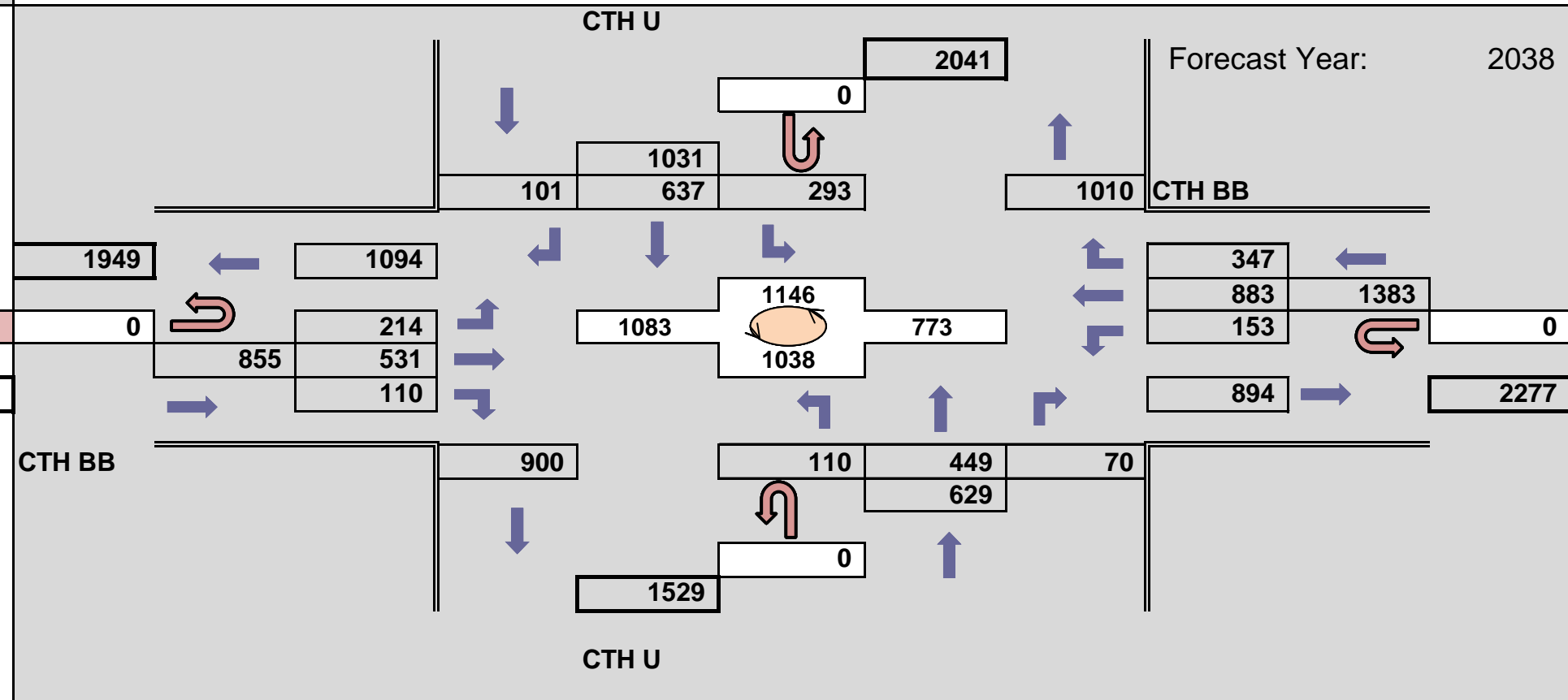
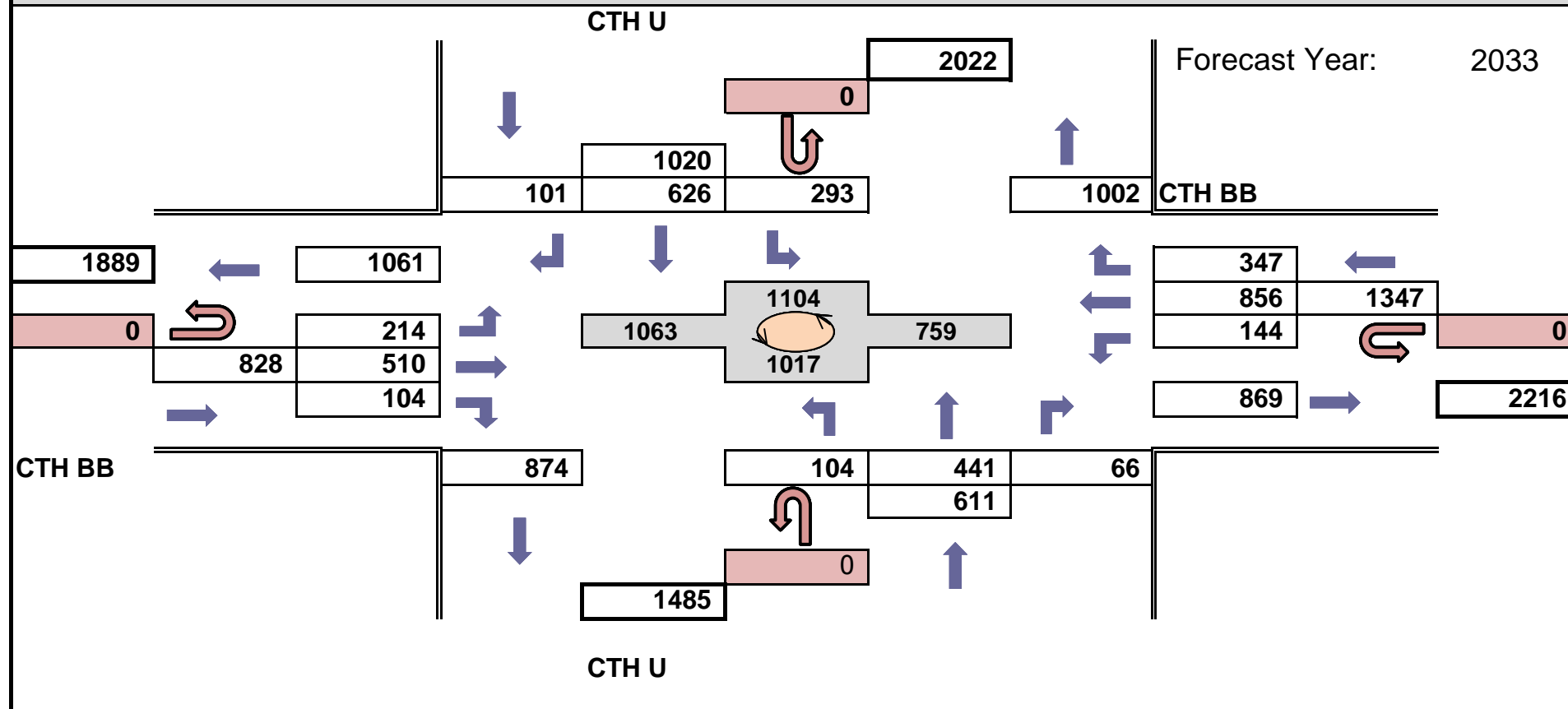
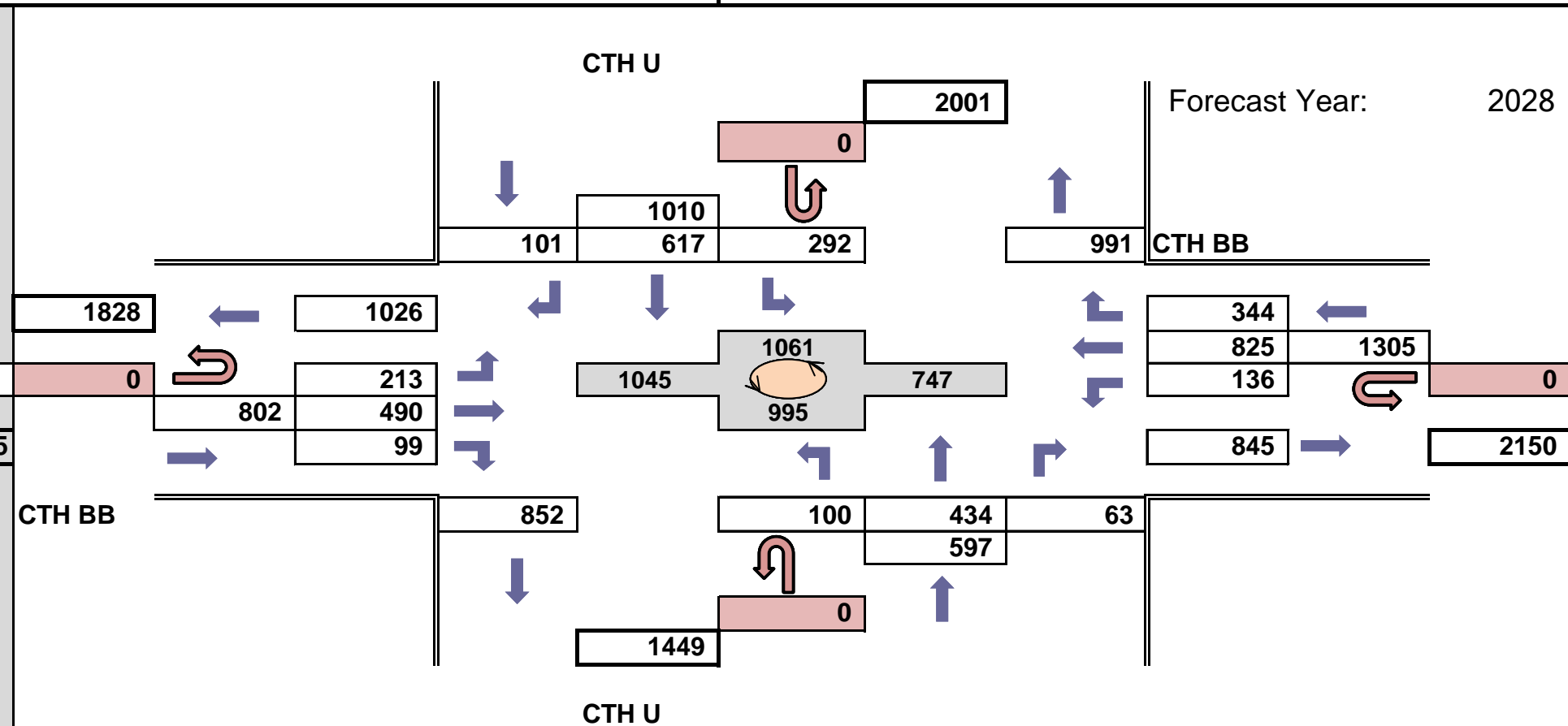
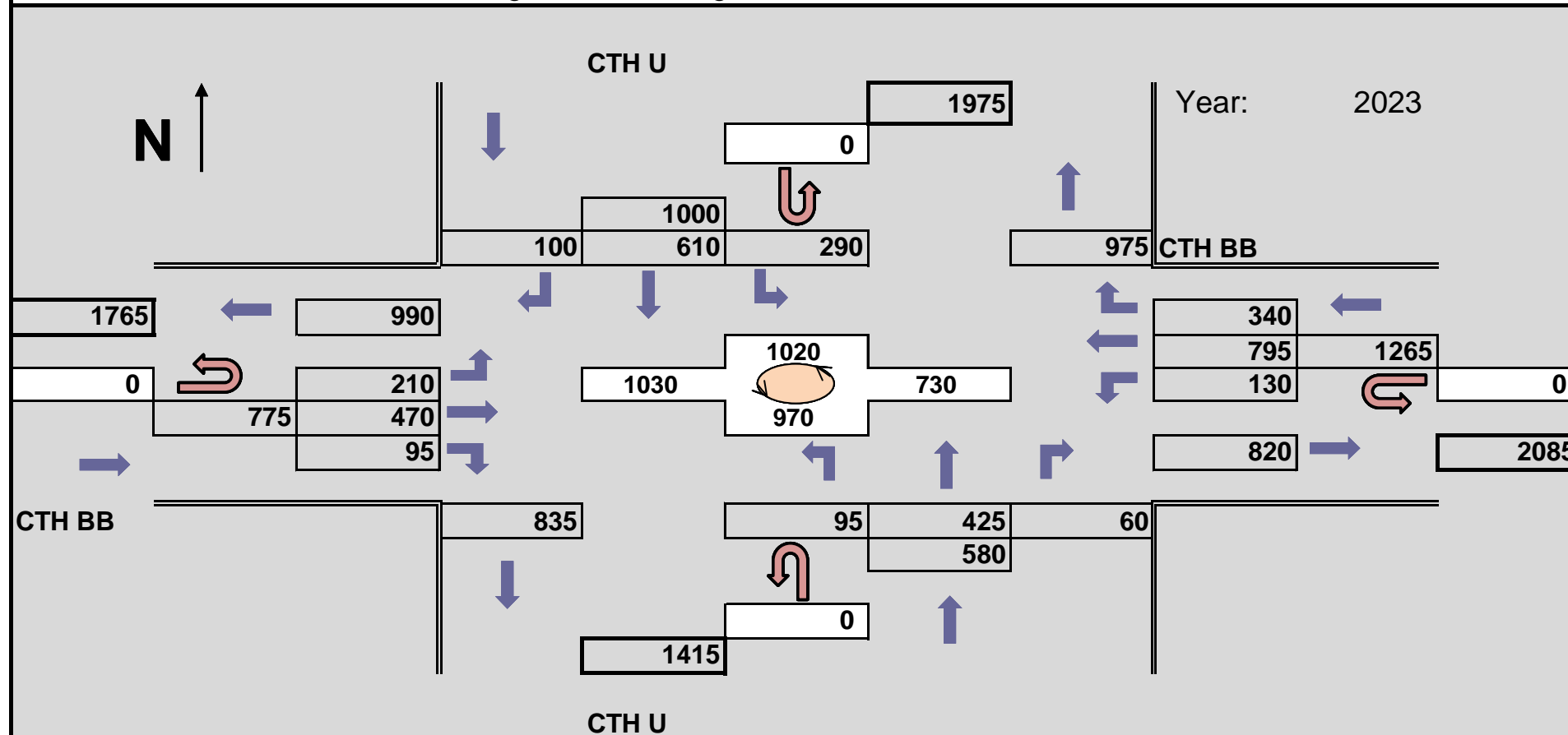
Design Hour: 4:30-5:30pm

Forecast Completed: 2/15/2023

Project Description

Project ID(s): Ballpark Commons TIA
 Route(s): STH 36
 Region/COUNTY(IES): SE/Milwaukee
 Location: CTH U and CTH BB Interchanges

Design Hour Turning Movement Data



WisDot Southeast Region
 Planning Unit 1
 Forecast by: Brent DesRoches
 Phone: 262-548-5611
 Email: brent.desroches@dot.wi.gov

Projected Saturday Midday Design Hour Traffic Volumes

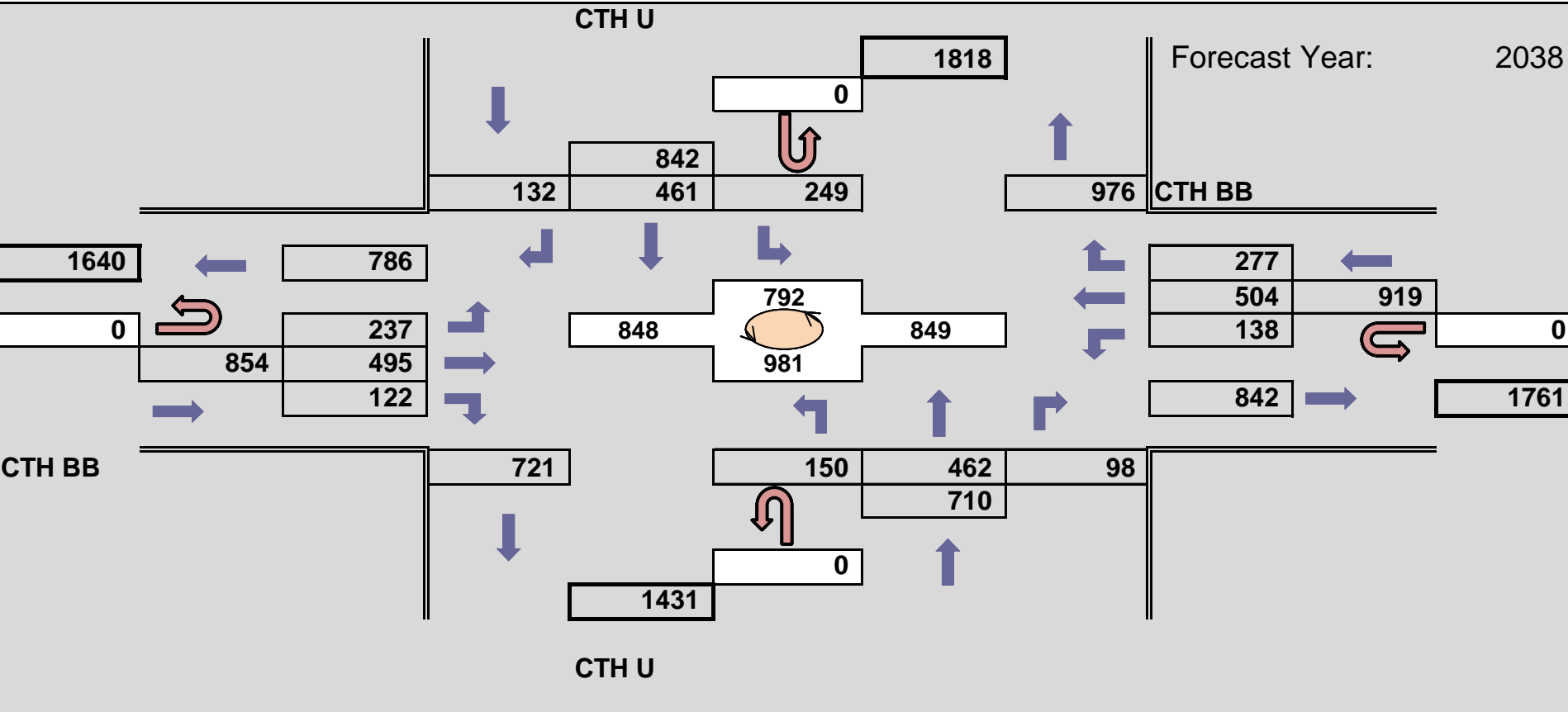
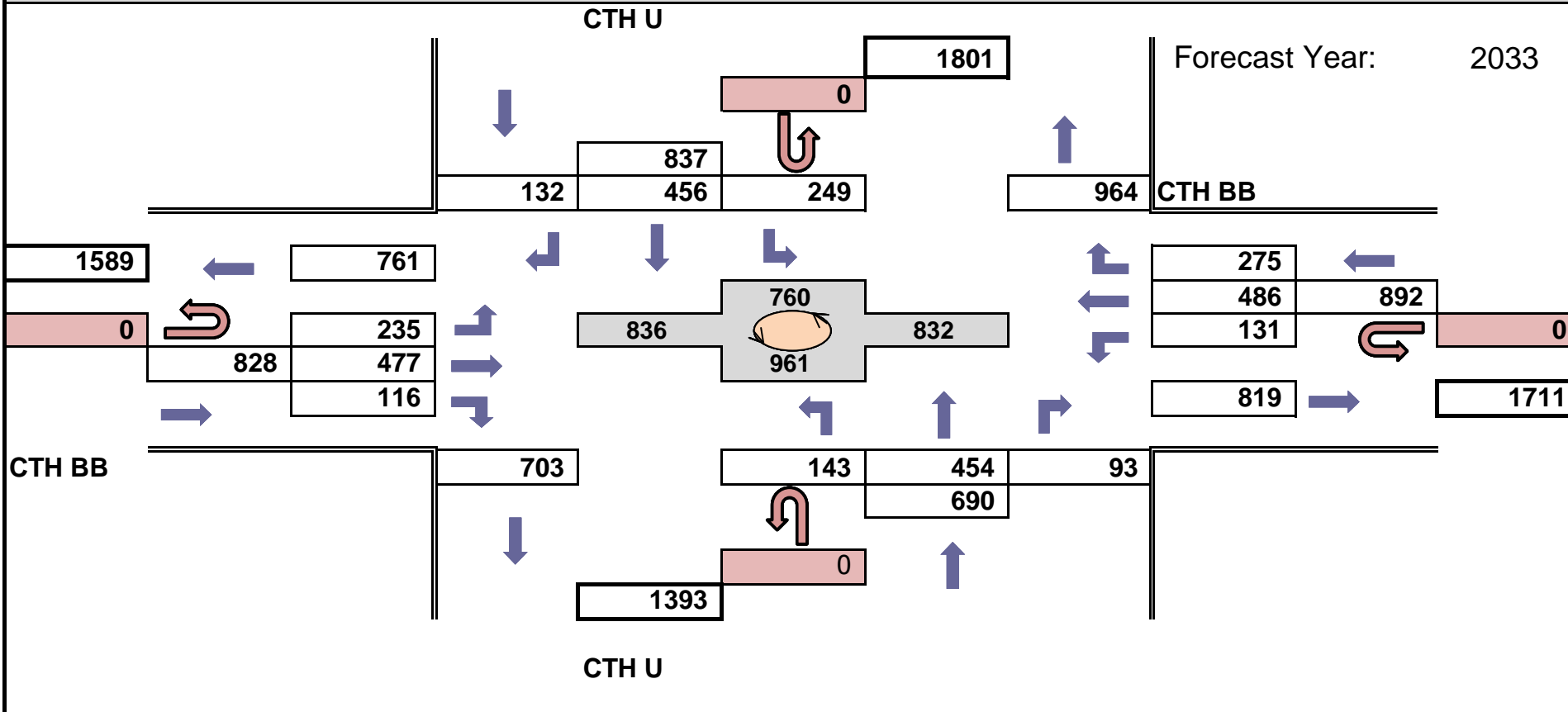
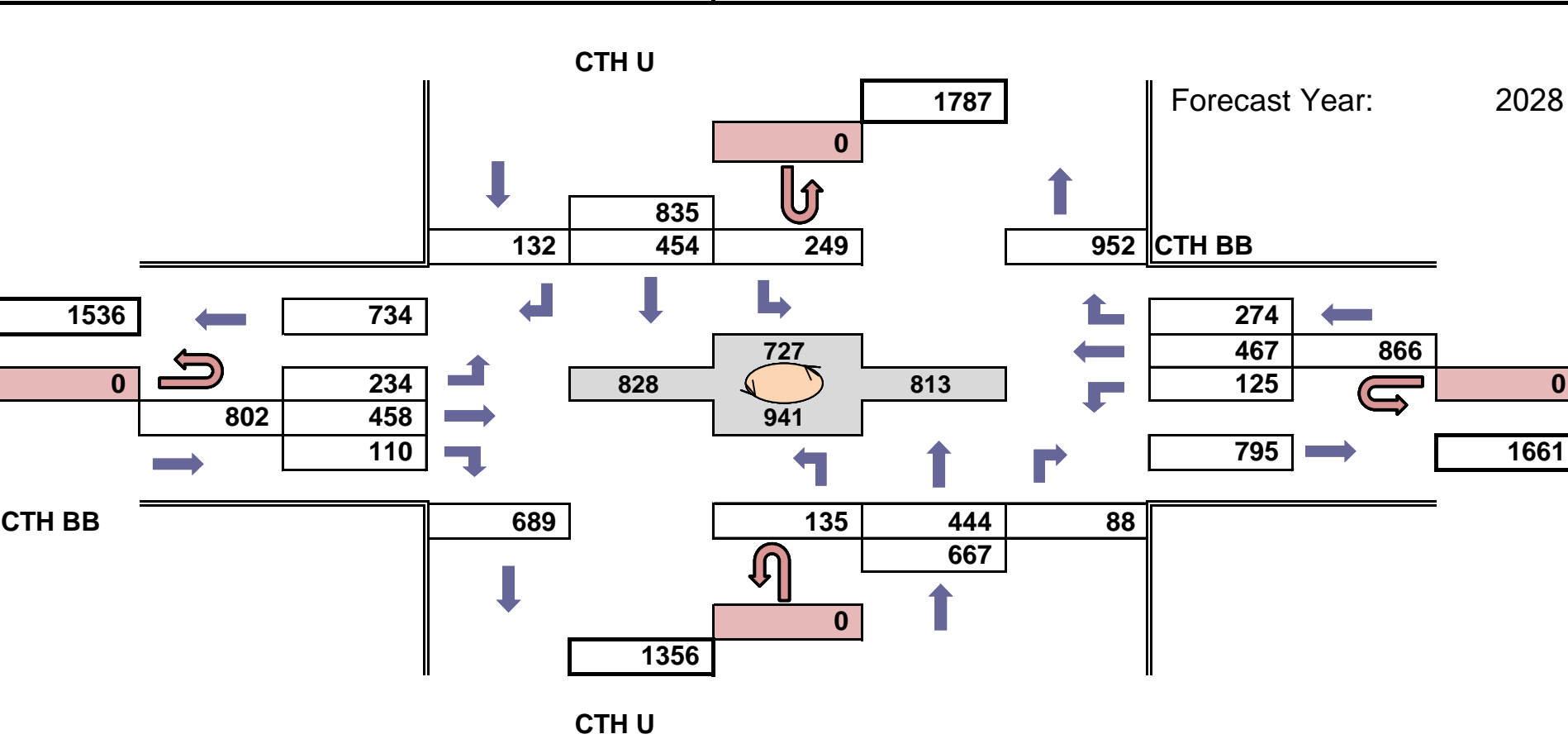
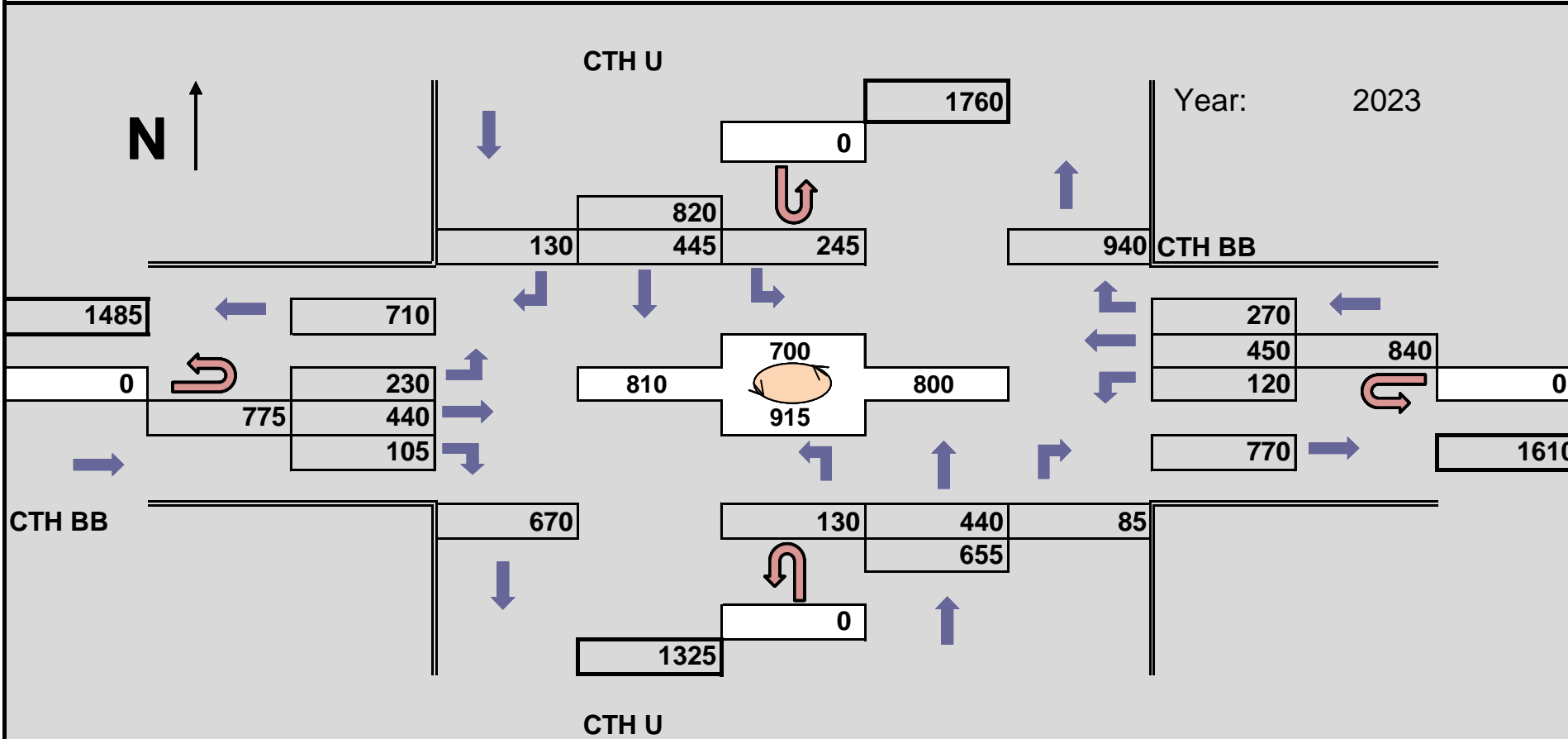
 Indicates roundabout

Design Hour: 11:30am-12:30pm

Forecast Completed: 2/15/2023

Project Description
 Project ID(s): Ballpark Commons TIA
 Route(s): STH 36
 Region/COUNTY(IES): SE/Milwaukee
 Location: CTH U and CTH BB Interchanges

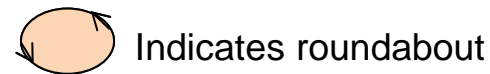
Design Hour Turning Movement Data



WisDot Southeast Region

Planning Unit 1
Forecast by: Brent DesRoches
Phone: 262-548-5611
Email: brent.desroches@dot.wi.gov

Projected PM Design Hour Traffic Volumes Build Alternative



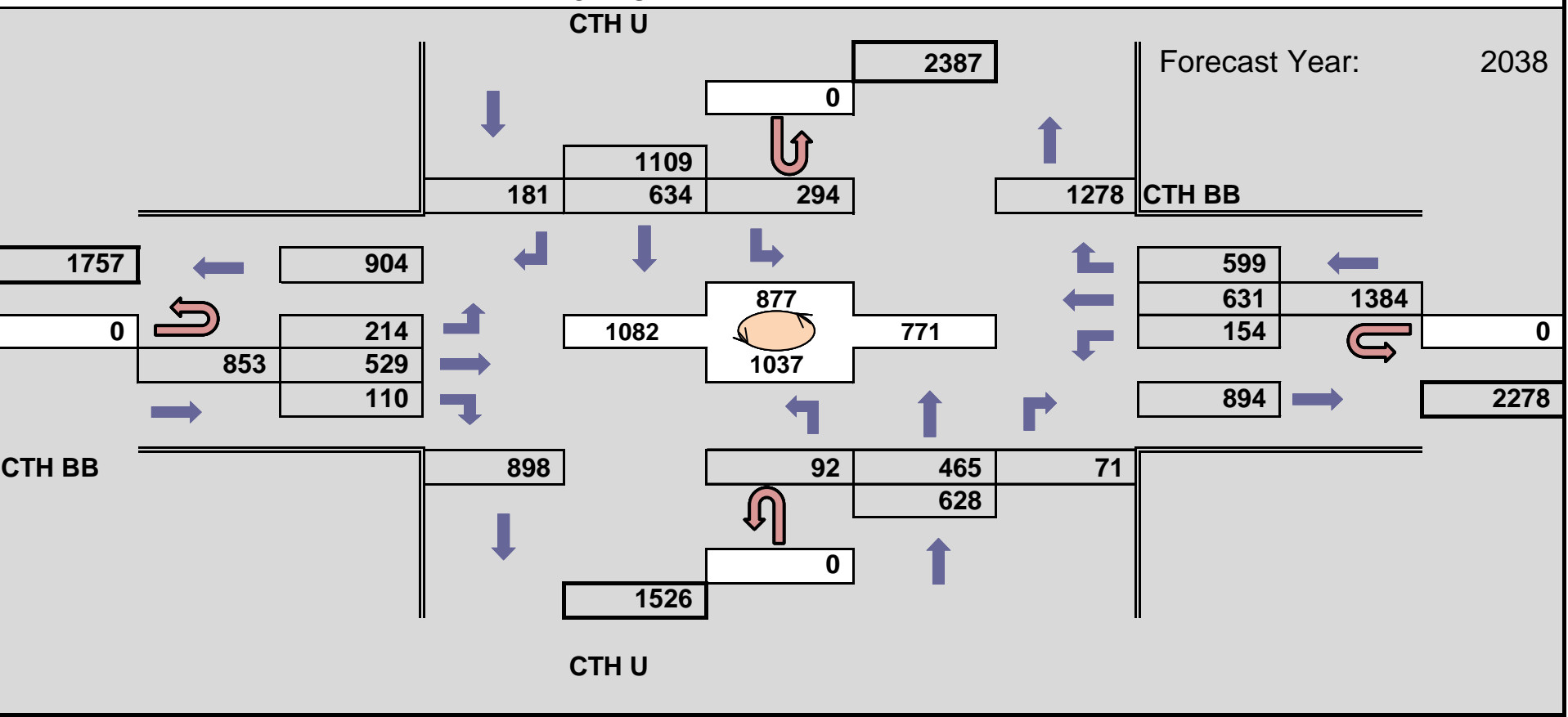
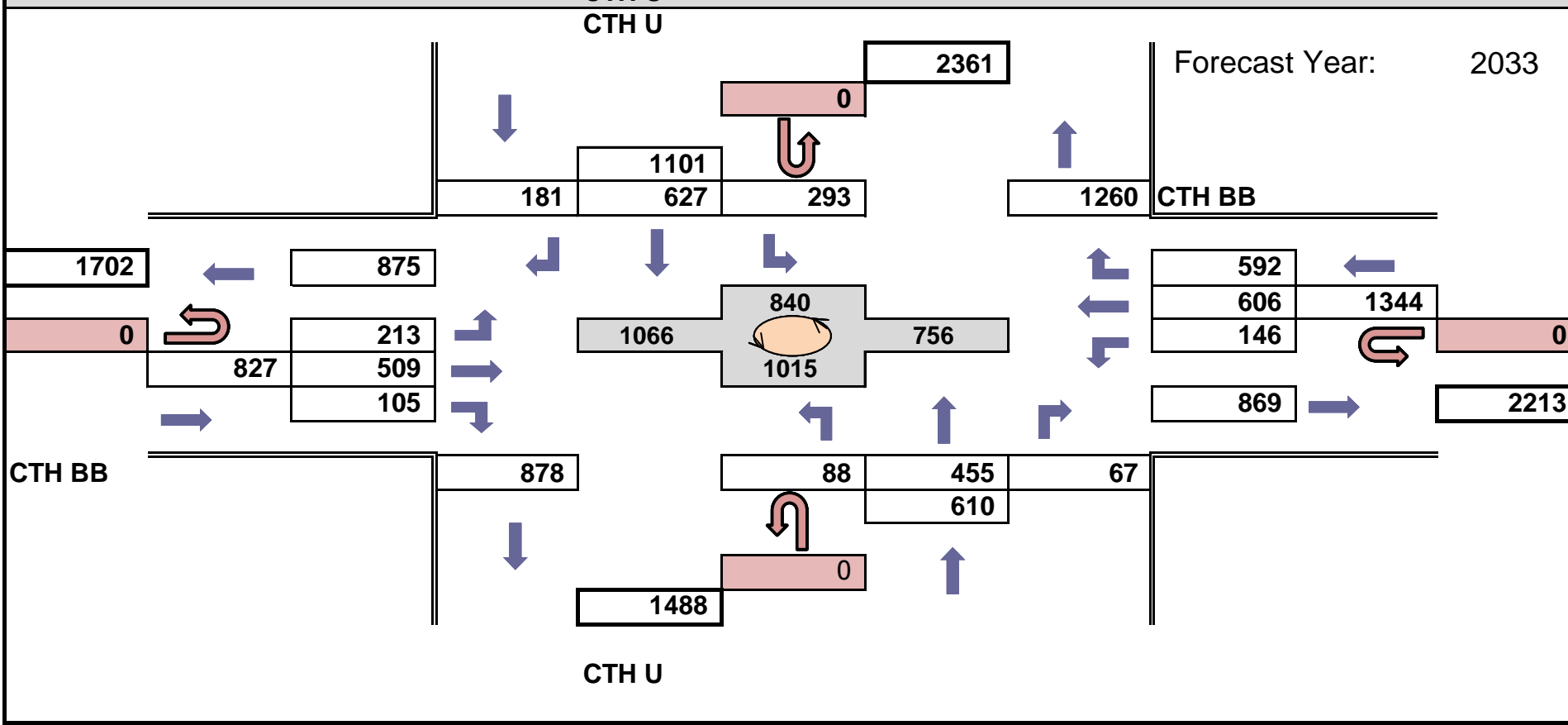
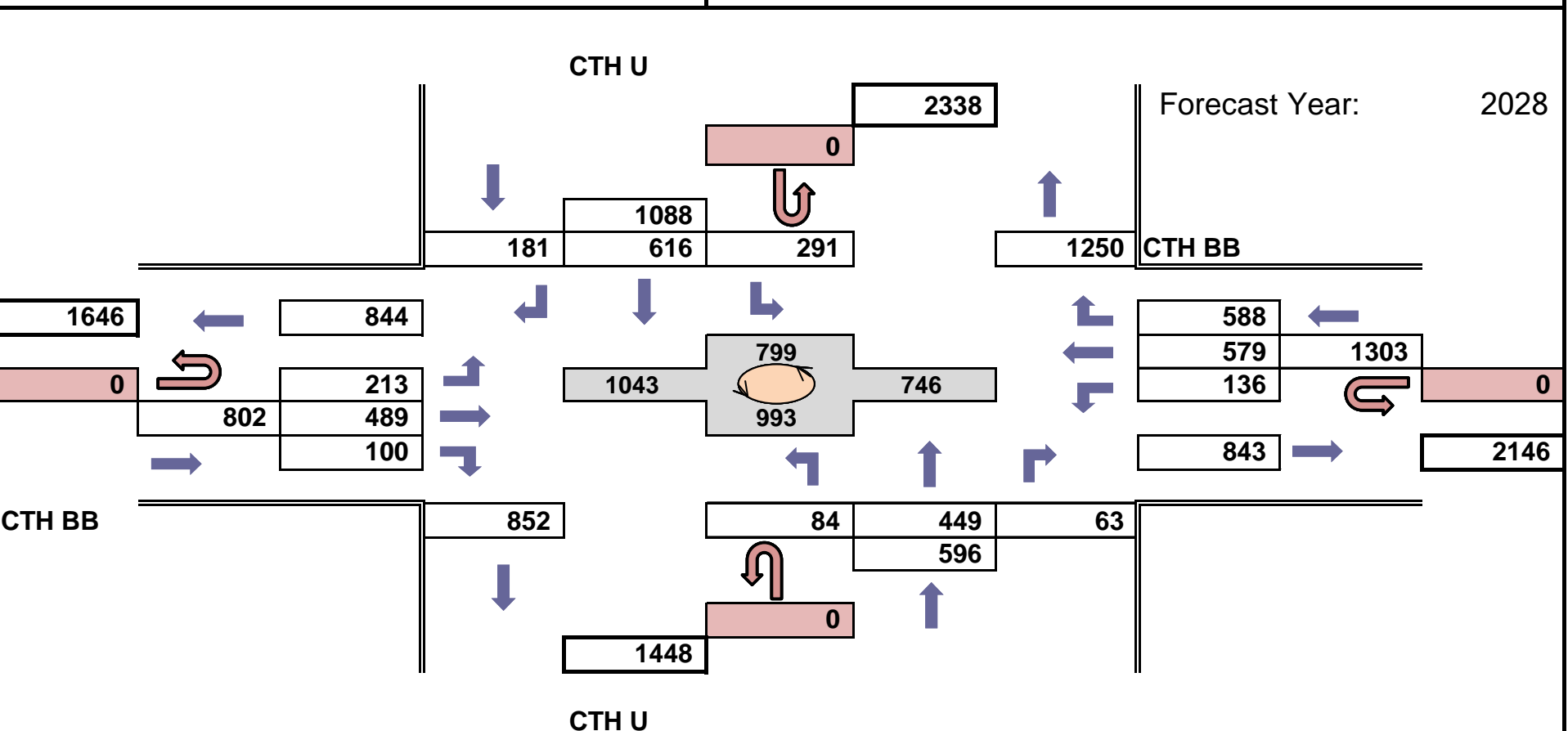
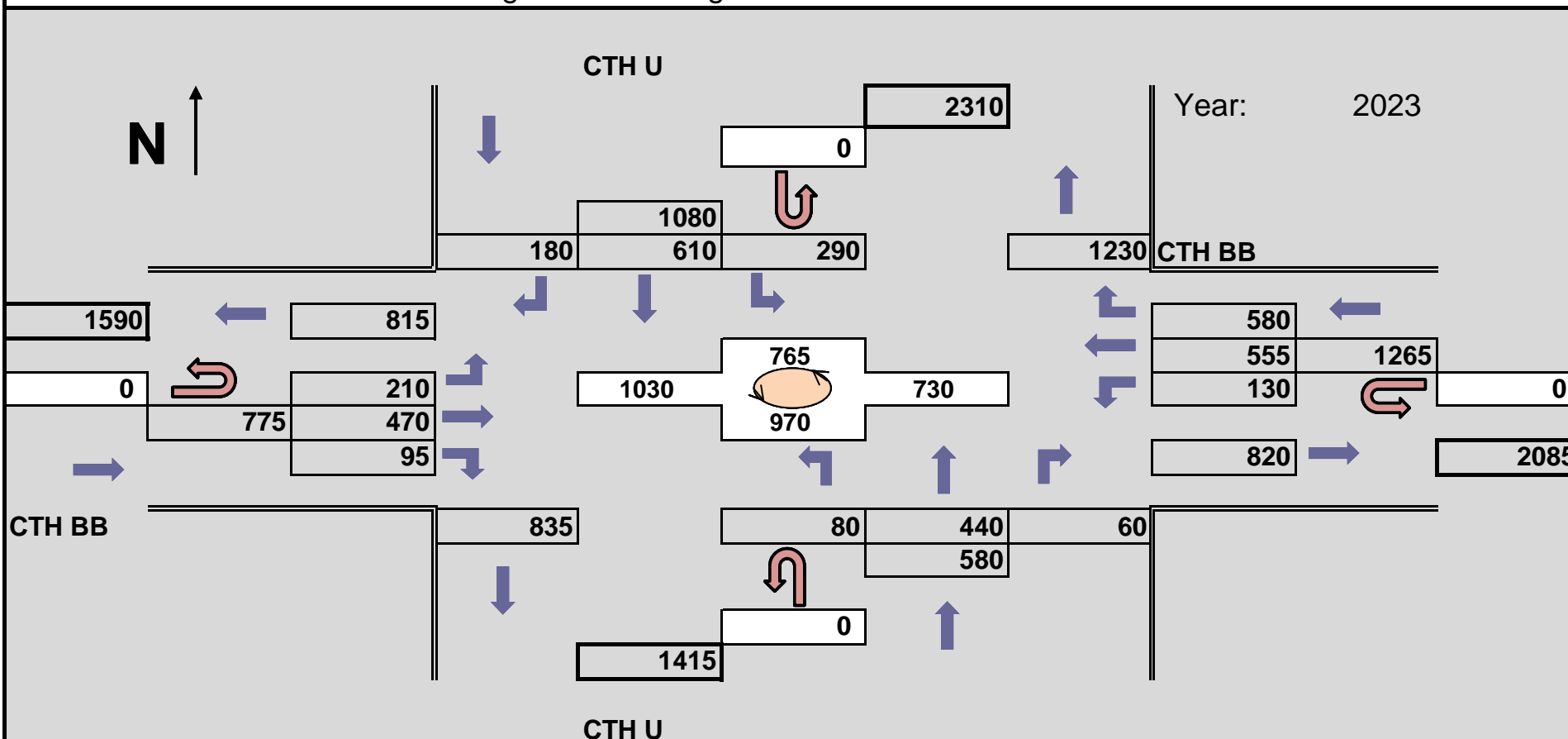
Design Hour: 4:30-5:30pm

Forecast Completed: 2/15/2023

Project Description

Project ID(s): Ballpark Commons TIA
Route(s): STH 36
Region/COUNTY(IES): SE/Milwaukee
Location: CTH U and CTH BB Interchanges

Design Hour Turning Movement Data



WisDot Southeast Region

Planning Unit 1
Forecast by: Brent DesRoches
Phone: 262-548-5611
Email: brent.desroches@dot.wi.gov

Projected Saturday Midday Design Hour Traffic Volumes Build Alternative



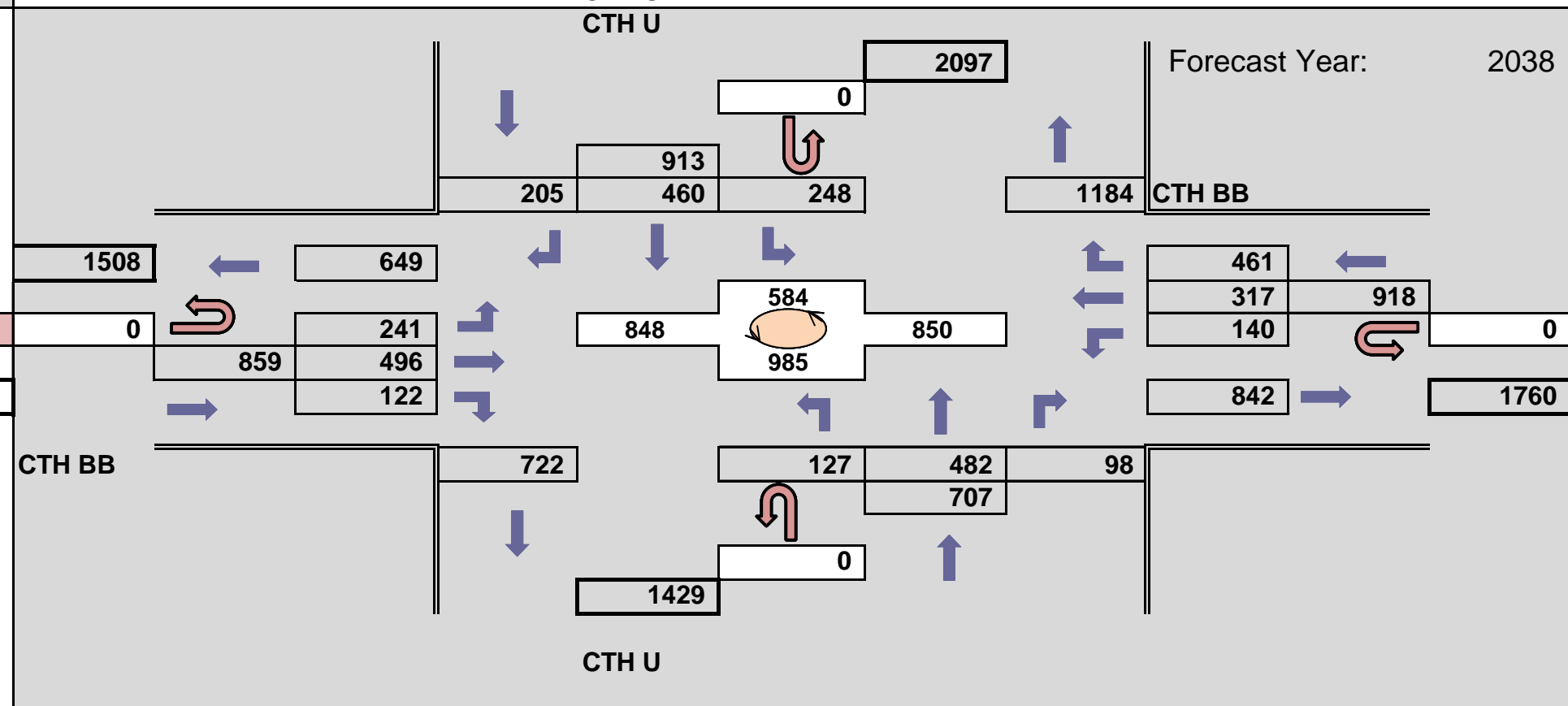
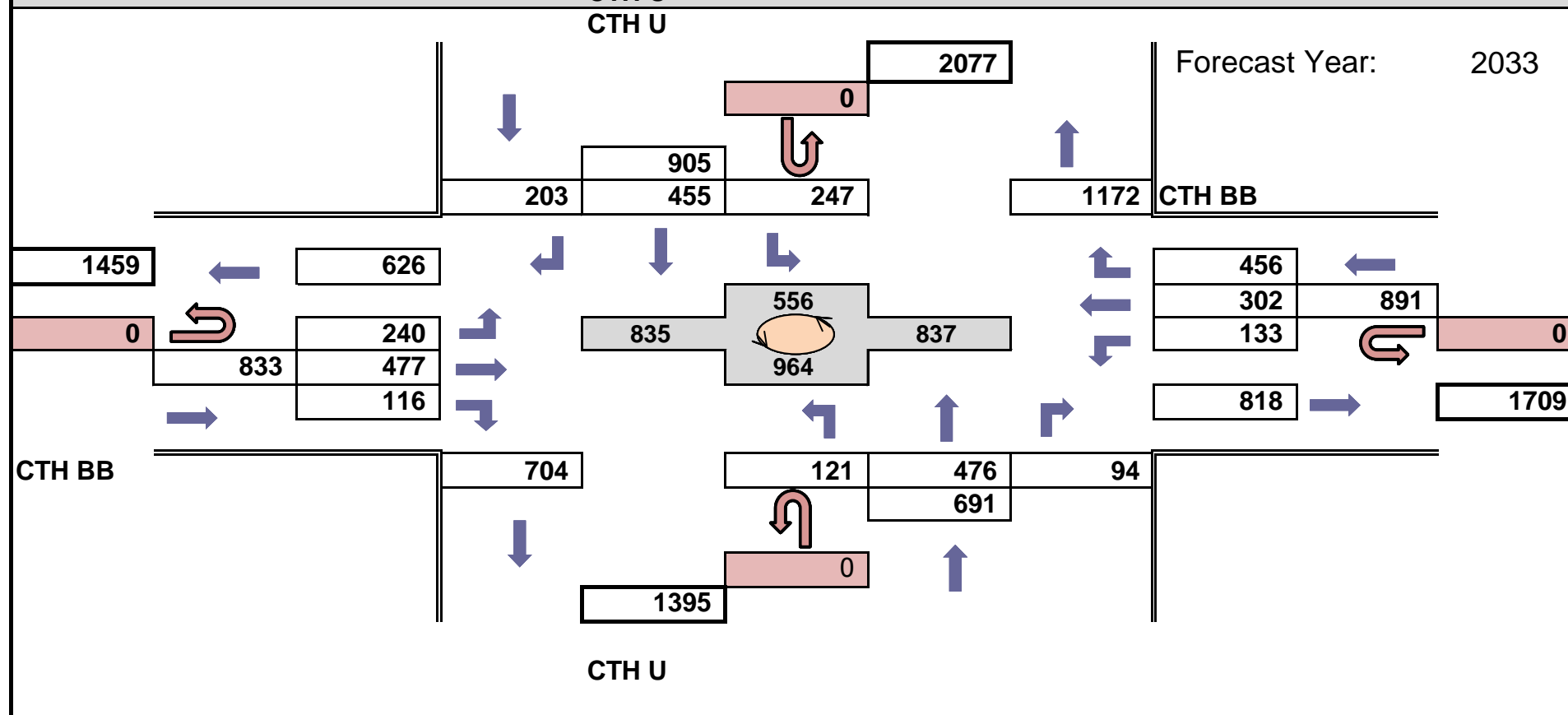
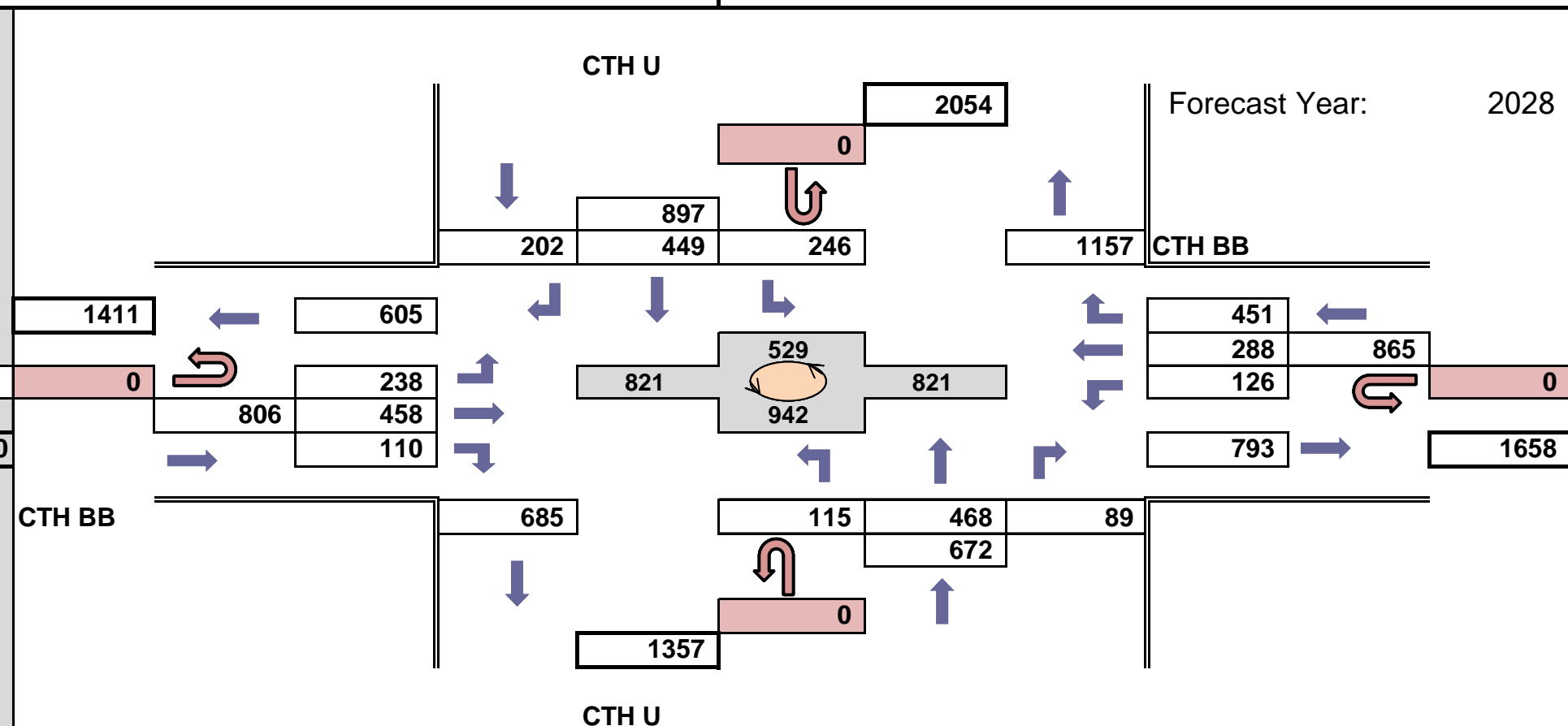
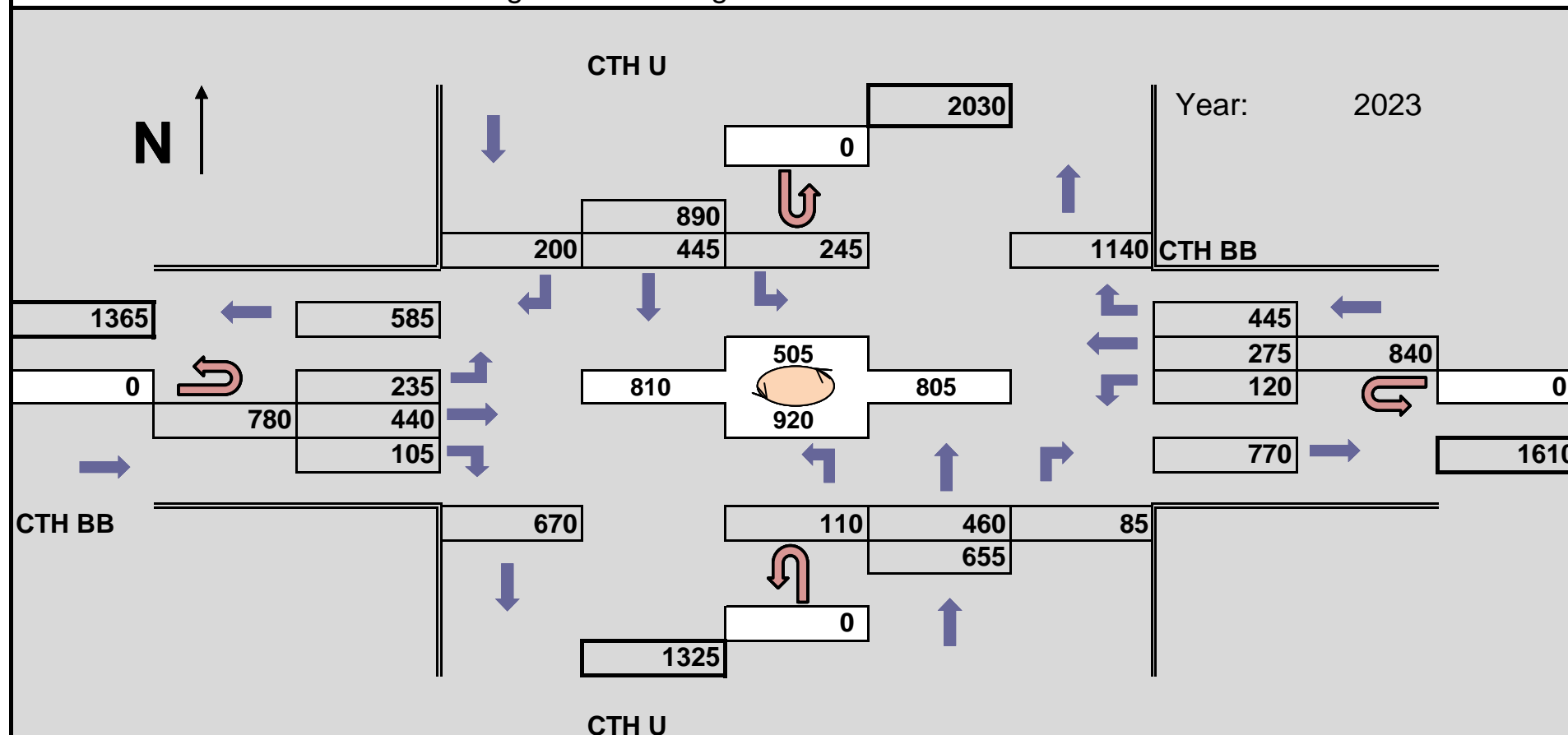
Design Hour: 11:30am-12:30pm

Forecast Completed: 2/15/2023

Project Description

Project ID(s): Ballpark Commons TIA
Route(s): STH 36
Region/COUNTY(IES): SE/Milwaukee
Location: CTH U and CTH BB Interchanges

Design Hour Turning Movement Data



Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Sequence 1 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 2 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 3 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 4 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 5 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 6 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 7 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 8 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 9 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 10 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 11 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 12 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 13 | | | | | | | | | | | | | | | | |

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

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 | X | | | | | | | | |
| Exclusive Ped | | | | | | | | | | | | | | | | |

Phase Compatibility (MM) 1-1-2

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

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC

| | |
|---------------------------------------|------|
| CRC (16 bit) | A58B |
| Enable Automatic Backup to Datakey | Yes |

Backup Prevent (MM) 1-1-3

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------|----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Timing | 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Phases | 2 | X | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 4 | . | . | X | . | . | . | . | . | . | . | . | . | . | . | . |
| | 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 6 | . | . | . | . | X | . | . | . | . | . | . | . | . | . | . |
| | 7 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 8 | . | . | . | . | . | . | X | . | . | . | . | . | . | . | . |
| | 9 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 10 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 11 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 12 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 13 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 14 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 16 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Simultaneous Gap (MM) 1-1-4

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------|----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| | 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 2 | . | . | . | . | X | . | . | . | . | . | . | . | . | . | . |
| | 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 4 | . | . | . | . | . | . | X | . | . | . | . | . | . | . | . |
| | 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Phase | 6 | . | X | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Must | 7 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Gap | 8 | . | . | . | X | . | . | . | . | . | . | . | . | . | . | . |
| With | 9 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Phase | 10 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 11 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 12 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 13 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 14 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| | 16 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Disable | | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Load Switch Assignments (MM) 1-3

| Phase / Overlap | Type | Dimming | | | | Power Up | Auto | | Flash Together | |
|-----------------|------|---------|--------|-------|------|----------|------|--------|----------------|---|
| | | Red | Yellow | Green | Dark | | Red | Yellow | | |
| 1 | 1 | V | | | | - | Auto | X | | X |
| 2 | 2 | V | | | | - | Auto | X | | |
| 3 | 3 | V | | | | - | Auto | X | | X |
| 4 | 4 | V | | | | - | Auto | X | | |
| 5 | 5 | V | | | | + | Auto | X | | |
| 6 | 6 | V | | | | + | Auto | X | | X |
| 7 | 7 | V | | | | + | Auto | X | | |
| 8 | 8 | V | | | | + | Auto | X | | X |
| 9 | 2 | P | | | | - | Auto | | | |

| | | | | | | | | | | |
|----|---|---|--|--|--|---|------|---|--|---|
| 10 | 4 | P | | | | - | Auto | | | |
| 11 | 6 | P | | | | + | Auto | | | |
| 12 | 8 | P | | | | + | Auto | | | |
| 13 | 1 | O | | | | - | Auto | X | | X |
| 14 | 2 | O | | | | + | Auto | X | | X |
| 15 | 3 | O | | | | - | Auto | X | | |
| 16 | 4 | O | | | | + | Auto | X | | |



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Configuration Port 1 (SDLC)**Port 1 SDLC (MM) 1-4-1**

| BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------|---|---|---|---|---|---|---|---|
| Term & Facility | X | X | | | | | | |
| Detector Rack | X | X | | | | | | |

Enable TS2/MMU Type Cabinet: Yes

Enable MMU Extended Status: Yes

Enable SDLC Stop Time: Yes

Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

| Channel Can Serve With Channel | |
|--------------------------------|-----------|
| Channel 1 | Channel 2 |
| 1 | 5 |
| 1 | 6 |
| 1 | 11 |
| 1 | 13 |
| 1 | 16 |
| 2 | 5 |
| 2 | 6 |
| 2 | 9 |
| 2 | 11 |
| 2 | 13 |
| 3 | 7 |
| 3 | 8 |
| 3 | 12 |
| 3 | 14 |
| 4 | 7 |
| 4 | 8 |
| 4 | 10 |
| 4 | 12 |
| 4 | 14 |
| 5 | 9 |
| 5 | 13 |
| 5 | 16 |
| 6 | 9 |
| 6 | 11 |
| 6 | 13 |
| 6 | 16 |

| | |
|----|----|
| 7 | 10 |
| 7 | 14 |
| 8 | 10 |
| 8 | 12 |
| 8 | 14 |
| 9 | 11 |
| 9 | 13 |
| 10 | 12 |
| 10 | 14 |
| 11 | 13 |
| 11 | 16 |
| 12 | 14 |
| 13 | 16 |

Color Check Enable (MM) 1-4-3

Enable Color Check: Yes

| MMU/LS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Green | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X |
| Yellow | X | X | X | X | X | X | X | X | | | | | | | | X |
| Red | X | X | X | X | X | X | X | X | | | | | | | | |

Secondary Stations/Tests (MM) 1-4-4

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MMU |
|-----------------|---|---|---|---|---|---|---|---|-----|
| Term & Facility | | | | | | | | | |

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Diag |
|---------------|---|---|---|---|---|---|---|---|------|
| Detector Rack | | | | | | | | | |

Enable SDLC Diagnostic Test: No



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Configuration Logging / Display

Event Logging (MM) 1-6-1

| | | | |
|-------------------------------|-----|-----------------------------------|-----|
| Critical RFE's (MMU/TF) | Yes | 3 Critical Errors Within 24 Hours | Yes |
| MMU Flash Faults | Yes | Local Flash Fault | Yes |
| Non-Critical RFE's (Det/Test) | Yes | Detector Errors | Yes |
| Coordination Errors | Yes | Controller Download | Yes |
| Preemption Events | Yes | TSP Events | Yes |
| Power On/Off | Yes | Low Battery | Yes |
| Access | Yes | Data Change | Yes |
| Online / Offline | Yes | | |

| Alarm Event | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Enable Logging | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

Display Options (MM) 1-7-2

| | |
|----------------------------|--------------|
| Key Click Enable: | Yes |
| Backlight Enable: | Yes |
| LED Mode: | Single Color |
| Display Mode: | Basic |
| Screen Format: | Advanced |
| Trans Mode Pop-Up Disable: | No |

Sign On (MM) 8-5

Sign On Message Line 1: 76th St (CTH U) & Rawson Ave (CTH BB)
 Sign On Message Line 2: MC000

Software Modules (MM) 8-7

Application Version: 02.67.30
 OS (Boot) Version: 01.14.03



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Logic Processor Page 1

Logic Statement Control (MM) 1-8-1

| Logic # | Statement Control |
|---------|-------------------|
| 1 | D |
| 3 | D |
| 5 | D |
| 7 | D |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Logic Processor Page 2

Logic Statements (MM) 1-8-2

Logic #: 1

If:

| | Assignment | # | State |
|-----|------------|----|-------|
| IF | DET | 1 | IS On |
| AND | DET | 11 | IS On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 1 | | On |

Logic #: 3

If:

| | Assignment | # | State |
|-----|------------|----|-------|
| IF | DET | 3 | IS On |
| AND | DET | 13 | IS On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 3 | | On |

Logic #: 5

If:

| | Assignment | # | State |
|-----|------------|----|-------|
| IF | DET | 5 | IS On |
| AND | DET | 15 | IS On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 5 | | On |

Logic #: 7

If:

| | Assignment | # | State |
|-----|------------|----|-------|
| IF | DET | 7 | IS On |
| AND | DET | 17 | IS On |

Then:

| Assignment | # | State |
|------------|---|-------|
|------------|---|-------|

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 7 | | On |

| |
|--------------------|
| Logic #: 11 |
|--------------------|

If:

| Assignment | # | State |
|----------------------|-------|-------|
| IF DET FAIL ON DET | 11 IS | On |
| AND VEH RED ON PHASE | 2 IS | On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 1 | | On |

| |
|--------------------|
| Logic #: 13 |
|--------------------|

If:

| Assignment | # | State |
|----------------------|-------|-------|
| IF DET FAIL ON DET | 13 IS | On |
| AND VEH RED ON PHASE | 4 IS | On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 3 | | On |

| |
|--------------------|
| Logic #: 15 |
|--------------------|

If:

| Assignment | # | State |
|----------------------|-------|-------|
| IF DET FAIL ON DET | 15 IS | On |
| AND VEH RED ON PHASE | 6 IS | On |

Then:

| Assignment | # | State |
|------------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |
| CTR CALL PHASE 5 | | On |

| |
|--------------------|
| Logic #: 17 |
|--------------------|

If:

| Assignment | # | State |
|----------------------|------|-------|
| IF DET FAIL ON DET | 7 IS | On |
| AND VEH RED ON PHASE | 8 IS | On |

Then:

| Assignment | # | State |
|--------------|---------|-------|
| LP DELAY FOR | 1.0Sec. | |

Then:

| Assignment | # | State |
|-------------------|----------|--------------|
| CTR CALL PHASE 7 | | On |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | | | | | | | | | | | | | | | | |
| Min Green | 6 | 15 | 6 | 12 | 6 | 15 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 26 | 0 | 23 | 0 | 26 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 5.0 | 3.0 | 3.0 | 3.0 | 5.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 12 | 30 | 12 | 30 | 12 | 30 | 12 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.9 | 3.5 | 3.9 | 3.5 | 3.9 | 3.5 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 0.5 | 1.7 | 0.5 | 1.6 | 0.5 | 1.7 | 0.5 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 3.0 | 0.0 | 1.0 | 0.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | | | | | | | | | | | | | | | | |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 7.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 15 | 45 | 15 | 35 | 15 | 45 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 3

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | | | | | | | | | | | | | | | | |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 7.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 15 | 45 | 15 | 35 | 15 | 45 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | | | | | | | | | | | | | | | | |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 7.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 15 | 45 | 15 | 35 | 15 | 45 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Controller Overlaps

Vehicle Overlaps (MM) 2-2

| Overlap | Type | Lag Green | Yellow | Red | Adv. Green |
|---------|------|-----------|--------|-----|------------|
|---------|------|-----------|--------|-----|------------|

Phases

| Overlap | Phase | Included | Protect | Ped Protect | Not Overlap | Modifier | Lag X Phases | Lag 2 Phases | Flash Green |
|---------|-------|----------|---------|-------------|-------------|----------|--------------|--------------|-------------|
| D | 1 | Yes | No | No | No | | No | No | . |

PPLT FYA

| Overlap | Protected Phase (Left Turn) | Permissive Phase (Opposing Thru) | Flashing Arrow Output | Flashing Arrow Output CH | Delay Start of FYA | Delay Start of Clearance | Action Plan SF Bit Disable | Ped Protected Enable |
|---------|-----------------------------|----------------------------------|-----------------------|--------------------------|--------------------|--------------------------|----------------------------|----------------------|
| A | 1 | 2 | Green Overlap | 13 | 0.0 | 0.0 | 0 | No |
| B | 3 | 4 | Green Overlap | 14 | 0.0 | 0.0 | 0 | No |
| G | 5 | 6 | Yellow Ped | 11 | 0.0 | 0.0 | 0 | No |
| H | 7 | 8 | Yellow Ped | 12 | 0.0 | 0.0 | 0 | No |

Guaranteed Minimum Time Data (MM) 2-4

| Phase | Min Green | Walk | Ped Clear | Yellow | Red Clear | Overlap Green |
|-------|-----------|------|-----------|--------|-----------|---------------|
| A01 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| B02 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| C03 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| D04 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| E05 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| F06 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| G07 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| H08 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| I09 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| J10 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| K11 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| L12 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| M13 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| N14 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| O15 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |
| P16 | 1 | 0 | 7 | 3.0 | 0.0 | 1 |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

| Included | Pedestrian Overlaps |
|----------|---------------------|
|----------|---------------------|

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5

Start Up

| Phase | Phase Setting |
|-------|---------------|
| 1 | . |
| 2 | W |
| 3 | . |
| 4 | . |
| 5 | . |
| 6 | W |
| 7 | . |
| 8 | . |
| 9 | . |
| 10 | . |
| 11 | . |
| 12 | . |
| 13 | . |
| 14 | . |
| 15 | . |
| 16 | . |

Overlap

Flash Thru Mon: No
 Flash Time: 2
 All Red: 10
 Power Start Seq: 1
 MUTCD Enabled: Yes
 Y->G: No

Automatic Flash

| Entry |
|-------|
| 2 |
| 6 |

| Exit |
|------|
| 2 |
| 6 |

| Overlap Exit |
|--------------|
| A |
| B |

| |
|---|
| C |
| D |

Flash Thru Mon: No
Exit Flash: G
Minimum Flash: 8
Minimum Recall: No
Cycle Through Phase: No



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Flashing Grn Ph | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Guar Passage | | | | | | | | | | | | | | | | |
| Non-Act I | | | | | | | | | | | | | | | | |
| Non-Act II | | | | | | | | | | | | | | | | |
| Dual Entry | X | X | X | X | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | |
| Ped Re-Service | | | | | | | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |
| Flashing Walk | | | | | | | | | | | | | | | | |
| Ped Clr-Yel | | | | | | | | | | | | | | | | |
| Ped Clr-Red | | | | | | | | | | | | | | | | |
| IGRN + Veh Ext | | | | | | | | | | | | | | | | |

Ped Clear Protect: On Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: Yes

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

Phase Recall Options (MM) 2-8

Plan # 1

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

Plan # 2

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Max Recall | | | | | | | | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | | | | |
| AI Calc | | | | | | | | | | | | | | | | | | | |

Plan # 3

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

Plan # 4

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



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

| | | | |
|-------------------|---------|---------------|---------|
| Manual Pattern | Auto | ECPI Coord | Yes |
| System Source | TBC | System Format | STD |
| Splits In | Seconds | Offsets In | Seconds |
| Transition | Smooth | Max Select | MAXINH |
| Dwell / Add Time | 0 | | |
| Delay Coord Wk-LZ | No | Force Off | Fixed |
| Offset Reference | Lead | Use Ped Time | No |
| Ped Recall | No | Ped Reservice | No |
| Local Zero | No | FO Added Ini | Yes |
| Override | | Green | |
| Re-sync Count | 3 | Multisync | No |

Auto Perm Minimum Green (Seconds) (MM) 3-4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Minimum Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Split Demand (MM) 3-5

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

| Demand | 1 | 2 |
|-----------------|---|---|
| Detector | 0 | 0 |
| Call Time (Sec) | 0 | 0 |
| Cycle Count | 0 | 0 |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

| | | | | | |
|--------------------|------|----------------|------|------------|---------|
| Split Pattern | 1 | TS2 (Pat-Off) | 0-1 | Splits In | Seconds |
| Cycle | 90 | Std (COS) | 0 | Offsets In | Seconds |
| Offset Value | 40s | Dwell/Add Time | 0 | | |
| Actuated Coord | Yes | Timing Plan | 0 | | |
| Actuated Walk Rest | No | Sequence | 0 | | |
| Phase | | Action Plan | 0 | | |
| Reservice | No | | | | |
| Max Select | None | Force Off | None | | |

Split Preference Phases

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|
| Description | | | | | | | | | | | | | | | | |
| Splits (Split Pat 1) | 13 | 34 | 13 | 24 | 13 | 34 | 13 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|-------------------|-----|-----|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 84s | 84s | 0s | 0s |

Misc. Data

| | | | | | |
|--------------------|---|--------------------|---|-----------------------|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

Split Pattern

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | | | X | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | X | | | | X | | | | | | | | | | |
| Omit Phase | | | | | | | | | | | | | | | | |
| Special Function Outputs | | | | | | | | | | | | | | | | |

Coordinator Pattern # 3

| | | | | | |
|--------------------|------|----------------|------|------------|---------|
| Split Pattern | 3 | TS2 (Pat-Off) | 0-3 | Splits In | Seconds |
| Cycle | 90 | Std (COS) | 0 | Offsets In | Seconds |
| Offset Value | 50s | Dwell/Add Time | 0 | | |
| Actuated Coord | Yes | Timing Plan | 0 | | |
| Actuated Walk Rest | No | Sequence | 0 | | |
| Phase Reservice | No | Action Plan | 0 | | |
| Max Select | None | Force Off | None | | |

Split Preference Phases

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------------|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|
| Description | | | | | | | | | | | | | | | | |
| Splits (Split Pat 3) | 16 | 30 | 13 | 26 | 16 | 30 | 13 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|-------------------|-----|-----|----|----|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 85s | 85s | 0s | 0s |

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase | | | | X | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | X | | | | X | | | | | | | | | | |
| Omit Phase | | | | | | | | | | | | | | | | |
| Special Function Outputs | | | | | | | | | | | | | | | | |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------------|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|
| Description | | | | | | | | | | | | | | | | |
| Split (seconds) | 13 | 34 | 13 | 24 | 13 | 34 | 13 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | | | X | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | X | | | | X | | | | | | | | | | |
| Omit Phase | | | | | | | | | | | | | | | | |

| Ring | 1 | 2 | 3 | 4 |
|-----------|-----|-----|----|----|
| Split Sum | 84s | 84s | 0s | 0s |

Split Pattern # 3

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------------|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|
| Description | | | | | | | | | | | | | | | | |
| Split (seconds) | 16 | 30 | 13 | 26 | 16 | 30 | 13 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | | | X | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | X | | | | X | | | | | | | | | | |
| Omit Phase | | | | | | | | | | | | | | | | |

| Ring | 1 | 2 | 3 | 4 |
|-----------|-----|-----|----|----|
| Split Sum | 85s | 85s | 0s | 0s |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 3

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Dwell Veh | X | . | . | . | . | X | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | X | | | | X | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | |
|------------------|-----|------------------|-----|------------------|------|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | No | Delay | 2 | Inhibit | 2 |
| Override Flash | No | Duration | 0 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|-----------------|----|----|----|----|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|--------------------|-----------|---------|----------|--------|------|
| Entrance | 0 | 255 | 5 | 25.5 | 25.5 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |
| Track Clear | 0 | 0 | 0 | 25.5 | 25.5 |
| | Min Dwell | Pmt Ext | Max Time | Yellow | Red |
| Dwell / Cycle-Exit | 10 | 1.0 | 180 | 25.5 | 25.5 |

Preemption Active On Out
 Other - Priority Preempt 1-F1
 Inhibit Extension Time 0.0
 Veh Priority Return Off
 Conditional Delay Off

Preempt Act Dwell No
 Non-Priority Pmt 1-F1
 Ped Priority Return Off
 Queue Delay Off

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Preempt Plan 4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Dwell Veh | . | X | . | . | X | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | X | | | | X | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

Enable Yes Preempt Override Yes Interlock Enable No
 Det Lock No Delay 2 Inhibit 2
 Override Flash No Duration 0 CLR > GRN No
 Term Ovlp Asap No PC Through Yel No Terminate Phase No
 Ped Dark No Track Clear Rsrv No Dwell Flash Off
 Linked Pmt 0 FL Exit Color Grn Exit Options Off
 Exit Timing Plan 0 Reservice 0 Fault Type Hard

| Ring | 1 | 2 | 3 | 4 |
|-----------------|----|----|----|----|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|-------------|-----------|---------|----------|--------|------|
| Entrance | 0 | 255 | 5 | 25.5 | 25.5 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |
| Track Clear | 0 | 0 | 0 | 25.5 | 25.5 |
| | Min Dwell | Pmt Ext | Max Time | Yellow | Red |

| | | | | | |
|--------------------|----|-----|-----|------|------|
| Dwell / Cycle-Exit | 10 | 1.0 | 180 | 25.5 | 25.5 |
|--------------------|----|-----|-----|------|------|

Preemption Active On Preempt Act No
 Out Dwell
 Other - Priority 1-F1 Non-Priority Pmt 1-F1
 Preempt
 Inhibit Extension 0.0 Ped Priority Off
 Time Return
 Veh Priority Off Queue Delay Off
 Return
 Conditional Delay Off

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Preempt Plan 5

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Dwell Veh | . | . | X | . | . | . | . | X | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | | | X | | | | X | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

Enable Yes Preempt Yes Interlock No
 Override Dwell Enable
 Det Lock No Delay 2 Inhibit 2
 Override Flash No Duration 0 CLR > GRN No
 Term Ovlp No PC Through No Terminate No
 Asap Yel Phase
 Ped Dark No Track Clear No Dwell Flash Off
 Rsrv
 Linked Pmt 0 FL Exit Color Grn Exit Options Off
 Exit Timing 0 Reservice 0 Fault Type Hard
 Plan

| Ring | 1 | 2 | 3 | 4 |
|-----------------|----|----|----|----|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|-------------|---------|---------|---------|--------|------|
| Entrance | 0 | 255 | 5 | 25.5 | 25.5 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |
| Track Clear | 0 | 0 | 0 | 25.5 | 25.5 |
| | | | | Yellow | Red |

| | Min Dwell | Pmt Ext | Max Time | | |
|--------------------|-----------|---------|----------|------|------|
| Dwell / Cycle-Exit | 10 | 1.0 | 180 | 25.5 | 25.5 |

Preemption Active On
 Out
 Other - Priority Preempt 1-F1
 Inhibit Extension Time 0.0
 Veh Priority Return Off
 Conditional Delay Off

Preempt Act Dwell No
 Non-Priority Pmt 1-F1
 Ped Priority Return Off
 Queue Delay Off

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Preempt Plan 6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Dwell Veh | . | . | . | X | . | . | X | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | | | X | | | | X | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

Enable Yes
 Det Lock No
 Override Flash No
 Term Ovp Asap No
 Ped Dark No
 Linked Pmt 0
 Exit Timing Plan 0

Preempt Override Yes
 Delay 2
 Duration 0
 PC Through Yel No
 Track Clear Rsrv No
 FL Exit Color Grn
 Reservice 0

Interlock Enable No
 Inhibit 2
 CLR > GRN No
 Terminate Phase No
 Dwell Flash Off
 Exit Options Off
 Fault Type Hard

| Ring | 1 | 2 | 3 | 4 |
|-----------------|----|----|----|----|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|----------|---------|---------|---------|--------|------|
| Entrance | 0 | 255 | 5 | 25.5 | 25.5 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |

| | | | | | |
|--------------------|------------------|----------------|-----------------|---------------|------------|
| Track Clear | 0 | 0 | 0 | 25.5 | 25.5 |
| | Min Dwell | Pmt Ext | Max Time | Yellow | Red |
| Dwell / Cycle-Exit | 10 | 1.0 | 180 | 25.5 | 25.5 |

Preemption Active On Preempt Act No
 Out Dwell

Other - Priority 1-F1 Non-Priority Pmt 1-F1
 Preempt

Inhibit Extension 0.0 Ped Priority Off
 Time Return

Veh Priority Off Queue Delay Off
 Return

Conditional Delay Off

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Preempt Preempt Filtering
Enable Preempt Filtering &
TSP/SCP (MM) 4-2

| Input | Solid | Pulsing |
|-------|------------------|----------------|
| 1 | ...BYPASSED... | ...BYPASSED... |
| 2 | ...BYPASSED... | ...BYPASSED... |
| 3 | PREEMPTION 3 | TSP/SCP 1 |
| 4 | PREEMPTION 4 | TSP/SCP 2 |
| 5 | PREEMPTION 5 | TSP/SCP 3 |
| 6 | PREEMPTION 6 | TSP/SCP 4 |
| 7 | PREEMPTION 7 | ...BYPASSED... |
| 8 | PREEMPTION 8 | ...BYPASSED... |
| 9 | PREEMPTION 9 | ...BYPASSED... |
| 10 | PREEMPTION 10 | ...BYPASSED... |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

| TSP/SCP Plan | Enable Option | Signal Type | Det Lock | Delay Time | Max Presence | PMT Enables Reservice | No Delay in TSP | Action SF Inhibit | Reservice Cycles | Bus Heading |
|--------------|---------------|-------------|----------|------------|--------------|-----------------------|-----------------|-------------------|------------------|-------------|
| 1 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | NB |
| 2 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | SB |
| 3 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | EB |
| 4 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | WB |
| 5 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |
| 6 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |

Mode: TSP

Free Default Pattern: 120

Headway Allowance: 100

| TSP/SCP Plan | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

TSP / SCP Split Pattern (MM) 4-4

| TSP/SCP Split Pattern | Max Type | Phase | | | | | | | | | | | | | | | |
|-----------------------|---------------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 4 | Max Reduction | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan: 0
SYNC Reference Time: 00:00
SYNC Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: -6

Milwaukee County, WI



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1

| | | | |
|----------------------|----|----------------------|------|
| Pattern | 1 | Override Sys | No |
| Timing Plan | 0 | Sequence | 0 |
| Veh Detector Plan | 0 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 2

Pattern 2 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 3

Pattern 3 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 4

Pattern 4 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 5

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 6

Pattern 6 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 7

Pattern 7 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 8

Pattern 8 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 9

Pattern 9 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 12

Pattern 12 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 13

Pattern 13 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 14

Pattern 14 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag Plan 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 15

Pattern 15 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag Plan 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 16

Pattern 16 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 17

Pattern 17 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 18

Pattern 18 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 19

Pattern 19 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 20

Pattern 20 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Action Plan - 99

Pattern Flash Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash Yes Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | |

Action Plan - 100

| | | | |
|----------------------|------|----------------------|------|
| Pattern | Free | Override Sys | No |
| Timing Plan | 0 | Sequence | 0 |
| Veh Detector Plan | 0 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|
| Spec Func (1-8) | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|

| | | | |
|----------------|--|--|--|
| Aux Func (1-3) | | | |
|----------------|--|--|--|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1 | 100 | 00:00 |

Day Plan #2

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1 | 100 | 00:00 |
| 2 | 1 | 06:00 |
| 3 | 100 | 09:00 |
| 4 | 3 | 15:00 |
| 5 | 100 | 18:30 |

Day Plan #3

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1 | 100 | 00:00 |

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Time Base Exceptions

Exception Day Program (MM) 5-5

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|--------------|-------------|---------|---------|----------|-------------|
|--------------|-------------|---------|---------|----------|-------------|



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Detectors**Detectors - Pg 1****Veh Det Phase Assignment (MM) 6-1****Vehicle Detector Plan Number - 1**

| Veh Detector | Assigned Phase | Called Phase | Type |
|--------------|----------------|--------------|------|
| 1 | 1 | | N |
| 2 | 2 | | N |
| 3 | 3 | | N |
| 4 | 4 | | N |
| 5 | 5 | | N |
| 6 | 6 | | N |
| 7 | 7 | | N |
| 8 | 8 | | N |
| 12 | 2 | | N |
| 14 | 4 | | N |
| 16 | 6 | | N |
| 18 | 8 | | N |
| 22 | 2 | | N |
| 24 | 4 | | N |
| 26 | 6 | | N |
| 28 | 8 | | N |

Vehicle Detector Plan Number - 2

| Veh Detector | Assigned Phase | Called Phase | Type |
|--------------|----------------|--------------|------|
| 1 | 0 | 1 | N |
| 2 | 0 | 2 | N |
| 3 | 0 | 3 | N |
| 4 | 0 | 4 | N |
| 5 | 0 | 5 | N |
| 6 | 0 | 6 | N |
| 7 | 0 | 7 | N |
| 8 | 0 | 8 | N |
| 60 | 0 | 2, 4, 6, 8 | N |

Vehicle Detector Plan Number - 3

| Veh Detector | Assigned Phase | Called Phase | Type |
|--------------|----------------|--------------|------|
| 1 | 0 | 1 | N |
| 2 | 0 | 2 | N |
| 3 | 0 | 3 | N |
| 4 | 0 | 4 | N |
| 5 | 0 | 5 | N |
| 6 | 0 | 6 | N |

| | | | |
|----|---|------------|---|
| 7 | 0 | 7 | N |
| 8 | 0 | 8 | N |
| 60 | 0 | 2, 4, 6, 8 | N |

Vehicle Detector Plan Number - 4

| Veh Detector | Assigned Phase | Called Phase | Type |
|--------------|----------------|--------------|------|
| 1 | 0 | 1 | N |
| 2 | 0 | 2 | N |
| 3 | 0 | 3 | N |
| 4 | 0 | 4 | N |
| 5 | 0 | 5 | N |
| 6 | 0 | 6 | N |
| 7 | 0 | 7 | N |
| 8 | 0 | 8 | N |
| 60 | 0 | 2, 4, 6, 8 | N |

Vehicle Detector Setup (MM) 6-2

| Veh Detector | Type | TS2 Detector | Description |
|--------------|---------|--------------|-------------|
| 1 | N-NTCIP | Yes | |
| 2 | N-NTCIP | Yes | |
| 3 | N-NTCIP | Yes | |
| 4 | N-NTCIP | Yes | |
| 5 | N-NTCIP | Yes | |
| 6 | N-NTCIP | Yes | |
| 7 | N-NTCIP | Yes | |
| 8 | N-NTCIP | Yes | |
| 9 | N-NTCIP | Yes | |
| 10 | N-NTCIP | Yes | |
| 11 | N-NTCIP | Yes | |
| 12 | N-NTCIP | Yes | |
| 13 | N-NTCIP | Yes | |
| 14 | N-NTCIP | Yes | |
| 15 | N-NTCIP | Yes | |
| 16 | N-NTCIP | Yes | |
| 17 | N-NTCIP | Yes | |
| 18 | N-NTCIP | Yes | |
| 19 | N-NTCIP | Yes | |
| 20 | N-NTCIP | Yes | |
| 21 | N-NTCIP | Yes | |
| 22 | N-NTCIP | Yes | |
| 23 | N-NTCIP | Yes | |
| 24 | N-NTCIP | Yes | |
| 25 | N-NTCIP | Yes | |
| 26 | N-NTCIP | Yes | |
| 27 | N-NTCIP | Yes | |
| 28 | N-NTCIP | Yes | |
| 29 | N-NTCIP | Yes | |
| 30 | N-NTCIP | Yes | |
| 31 | N-NTCIP | Yes | |
| 32 | N-NTCIP | Yes | |

| | | | |
|----|---------|-----|--|
| 33 | N-NTCIP | Yes | |
| 34 | N-NTCIP | Yes | |
| 35 | N-NTCIP | Yes | |
| 36 | N-NTCIP | Yes | |
| 37 | N-NTCIP | Yes | |
| 38 | N-NTCIP | Yes | |
| 39 | N-NTCIP | Yes | |
| 40 | N-NTCIP | Yes | |
| 41 | N-NTCIP | Yes | |
| 42 | N-NTCIP | Yes | |
| 43 | N-NTCIP | Yes | |
| 44 | N-NTCIP | Yes | |
| 45 | N-NTCIP | Yes | |
| 46 | N-NTCIP | Yes | |
| 47 | N-NTCIP | Yes | |
| 48 | N-NTCIP | Yes | |
| 49 | N-NTCIP | Yes | |
| 50 | N-NTCIP | Yes | |
| 51 | N-NTCIP | Yes | |
| 52 | N-NTCIP | Yes | |
| 53 | N-NTCIP | Yes | |
| 54 | N-NTCIP | Yes | |
| 55 | N-NTCIP | Yes | |
| 56 | N-NTCIP | Yes | |
| 57 | N-NTCIP | Yes | |
| 58 | N-NTCIP | Yes | |
| 59 | N-NTCIP | Yes | |
| 60 | N-NTCIP | Yes | |
| 61 | N-NTCIP | Yes | |
| 62 | N-NTCIP | Yes | |
| 63 | N-NTCIP | Yes | |
| 64 | N-NTCIP | Yes | |

Vehicle Detector Plan Number - 1

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|--------------|-------|----------|-------------|------------|------------|----------------------------|---------------------------|-------------------|-----------------|---------|------------|------------|-----------------|
| 1 | 1 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 4 | None | No | No | No |
| 8 | 8 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 6 | None | No | No | No |
| 10 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 11 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 6 | None | No | No | No |
| 12 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 13 | 0 | No | No | 0.0 | Passage | 0.0 | 0 | No | 8 | None | No | No | No |
| 14 | 4 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 8 | None | No | No | No |
| 15 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 22 | 2 | No | Yes | 2.0 | Passage | 0.0 | 0 | No | 4 | None | No | No | No |
| 23 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|

Vehicle Detector Plan Number - 2

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|--------------|-------|----------|-------------|------------|------------|----------------------------|---------------------------|-------------------|-----------------|---------|------------|------------|-----------------|
| 1 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 2 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 3 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 4 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 5 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 6 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 7 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 8 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 9 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 10 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 11 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 12 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 13 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 14 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 15 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 16 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 17 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 18 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 19 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 20 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 21 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 22 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 23 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 24 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 25 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 26 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 27 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 28 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

Vehicle Detector Plan Number - 3

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|--------------|-------|----------|-------------|------------|------------|----------------------------|---------------------------|-------------------|-----------------|---------|------------|------------|-----------------|
| 1 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 2 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 3 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 4 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 5 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 6 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 7 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 8 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 9 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 10 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 11 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 12 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 13 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 14 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 15 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 16 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 17 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 18 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 19 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 20 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 21 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 22 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 23 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 24 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 25 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 26 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 27 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 28 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

Vehicle Detector Plan Number - 4

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|--------------|-------|----------|-------------|------------|------------|----------------------------|---------------------------|-------------------|-----------------|---------|------------|------------|-----------------|
| 1 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 2 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 3 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 4 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 5 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 6 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 7 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 8 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 9 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 10 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 11 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 12 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 13 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 14 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 15 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 16 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 17 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 18 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 19 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 20 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 21 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 22 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 23 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 24 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 25 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 26 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 27 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 28 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|----|---|----|-----|-----|---------|-----|---|-----|---|------|----|----|----|
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | Yes | 0 | None | No | No | No |

**Ped Detector Phase
Assignment (MM) 6-3**

Mode: NTCIP

| Called Phase | Detector |
|--------------|----------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |



MOVING TRAFFIC FORWARD

76th St @ Rawson Ave - - Econolite Type - ASC/3

Detectors**Detectors - Pg 2****Log - Speed Detector Setup (MM) 6-4**

NTCIP Log ECPI Log Length Unit:
 Period: 60 Period: 2 Inches

| Speed Detector | Local Detector | One/Two Detector | Vehicle Length | Trap length | Enable Log |
|----------------|----------------|------------------|----------------|-------------|------------|
| 1 | 0 | 1 | 0 | 0 | No |
| 2 | 0 | 1 | 0 | 0 | No |
| 3 | 0 | 1 | 0 | 0 | No |
| 4 | 0 | 1 | 0 | 0 | No |
| 5 | 0 | 1 | 0 | 0 | No |
| 6 | 0 | 1 | 0 | 0 | No |
| 7 | 0 | 1 | 0 | 0 | No |
| 8 | 0 | 1 | 0 | 0 | No |
| 9 | 0 | 1 | 0 | 0 | No |
| 10 | 0 | 1 | 0 | 0 | No |
| 11 | 0 | 1 | 0 | 0 | No |
| 12 | 0 | 1 | 0 | 0 | No |
| 13 | 0 | 1 | 0 | 0 | No |
| 14 | 0 | 1 | 0 | 0 | No |
| 15 | 0 | 1 | 0 | 0 | No |
| 16 | 0 | 1 | 0 | 0 | No |

Vehicle Detector Diagnostics (MM) 6-5**Veh Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|-----|--------|-----|------|------------|-------------|-------------------|
| 2 | 0 | 0 | 30 | 1 | 255 | 0 |
| 4 | 0 | 0 | 30 | 1 | 255 | 0 |
| 6 | 0 | 0 | 30 | 1 | 255 | 0 |
| 8 | 0 | 0 | 30 | 1 | 255 | 0 |

Veh Diagnostic Plan Number - 2

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|-----|--------|-----|------|------------|-------------|-------------------|
|-----|--------|-----|------|------------|-------------|-------------------|

Veh Diagnostic Plan Number - 3

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|-----|--------|-----|------|------------|-------------|-------------------|
|-----|--------|-----|------|------------|-------------|-------------------|

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|-----|--------|-----|------|------------|-------------|-------------------|
|-----|--------|-----|------|------------|-------------|-------------------|

Veh Diagnostic Plan Number - 4

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|-----|--------|-----|------|------------|-------------|-------------------|
|-----|--------|-----|------|------------|-------------|-------------------|

Pedestrian Detector Diagnostics (MM) 6-6**Ped Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier |
|-----|--------|-----|------|------------|
| 1 | 0 | 0 | 2 | 1 |
| 2 | 0 | 0 | 2 | 1 |
| 3 | 0 | 0 | 2 | 1 |
| 4 | 0 | 0 | 2 | 1 |
| 6 | 0 | 0 | 2 | 1 |
| 8 | 0 | 0 | 2 | 1 |

Ped Diagnostic Plan Number - 2

| Det | Counts | Act | Pres | Multiplier |
|-----|--------|-----|------|------------|
|-----|--------|-----|------|------------|

Ped Diagnostic Plan Number - 3

| Det | Counts | Act | Pres | Multiplier |
|-----|--------|-----|------|------------|
|-----|--------|-----|------|------------|

Ped Diagnostic Plan Number - 4

| Det | Counts | Act | Pres | Multiplier |
|-----|--------|-----|------|------------|
|-----|--------|-----|------|------------|

























Appendix B

Background Traffic Operational Analysis

- 2024 Background Traffic
- 2039 Background Traffic

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Future Volume (vph) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 854 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.72 | 0.58 | 0.16 | 0.38 | 0.70 | 0.56 | 0.43 | 0.55 | 0.11 | 0.94 | 0.66 | |
| Control Delay | 32.4 | 29.3 | 25.8 | 18.5 | 33.5 | 23.2 | 17.7 | 27.3 | 21.3 | 56.1 | 30.1 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

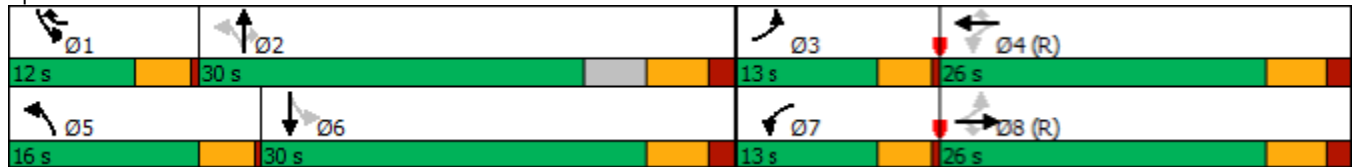


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.4 | 29.3 | 25.8 | 18.5 | 33.5 | 23.2 | 17.7 | 27.3 | 21.3 | 56.1 | 30.1 | |
| Queue Length 50th (ft) | 82 | 144 | 30 | 41 | 171 | 154 | 41 | 129 | 20 | 116 | 146 | |
| Queue Length 95th (ft) | #200 | 211 | 67 | 82 | 233 | 245 | 69 | 168 | 44 | #242 | 186 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 345 | 1030 | 464 | 366 | 935 | 673 | 361 | 1173 | 528 | 355 | 1404 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.72 | 0.58 | 0.16 | 0.37 | 0.70 | 0.56 | 0.37 | 0.47 | 0.10 | 0.94 | 0.61 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Future Volume (veh/h) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 635 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 378 | 1342 | 603 | 404 | 1225 | 700 | 278 | 803 | 361 | 319 | 909 | 307 |
| Arrive On Green | 0.11 | 0.38 | 0.38 | 0.07 | 0.35 | 0.35 | 0.08 | 0.23 | 0.23 | 0.09 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3740 | 1265 |
| Grp Volume(v), veh/h | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 572 | 282 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1628 |
| Q Serve(g_s), s | 7.5 | 10.7 | 2.6 | 4.1 | 12.6 | 14.7 | 4.9 | 12.2 | 2.2 | 8.0 | 13.1 | 13.5 |
| Cycle Q Clear(g_c), s | 7.5 | 10.7 | 2.6 | 4.1 | 12.6 | 14.7 | 4.9 | 12.2 | 2.2 | 8.0 | 13.1 | 13.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 |
| Lane Grp Cap(c), veh/h | 378 | 1342 | 603 | 404 | 1225 | 700 | 278 | 803 | 361 | 319 | 820 | 395 |
| V/C Ratio(X) | 0.66 | 0.44 | 0.12 | 0.33 | 0.53 | 0.54 | 0.48 | 0.69 | 0.14 | 1.04 | 0.70 | 0.71 |
| Avail Cap(c_a), veh/h | 378 | 1342 | 603 | 468 | 1225 | 700 | 388 | 1012 | 455 | 319 | 969 | 467 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.2 | 19.4 | 16.9 | 16.0 | 22.2 | 17.4 | 23.2 | 30.0 | 26.2 | 29.6 | 29.3 | 29.5 |
| Incr Delay (d2), s/veh | 4.2 | 1.1 | 0.4 | 0.5 | 1.7 | 2.9 | 1.3 | 2.5 | 0.4 | 61.9 | 2.8 | 6.2 |
| 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(50%),veh/ln | 3.1 | 4.1 | 0.9 | 1.5 | 5.0 | 5.3 | 2.0 | 5.1 | 0.8 | 8.0 | 5.2 | 5.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 20.4 | 20.5 | 17.4 | 16.5 | 23.8 | 20.3 | 24.5 | 32.5 | 26.6 | 91.5 | 32.1 | 35.6 |
| LnGrp LOS | C | C | B | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 918 | | | 1161 | | | 739 | | | 1187 | |
| Approach Delay, s/veh | | 20.2 | | | 21.8 | | | 30.6 | | | 49.6 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 25.0 | 13.0 | 35.0 | 10.7 | 26.3 | 9.9 | 38.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 14.2 | 9.5 | 16.7 | 6.9 | 15.5 | 6.1 | 12.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 1.9 | 0.1 | 5.2 | 0.1 | 2.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 31.3 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 65 | 33 | 0 | 76 | 685 | 0 | 33 | 843 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 65 | 11 | 22 | 76 | 658 | 27 | 33 | 810 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1314 | 1730 | 422 | 1220 | 1733 | 343 | 843 | 0 | 0 | 685 | 0 | 0 |
| Stage 1 | 893 | 893 | - | 824 | 824 | - | - | - | - | - | - | - |
| Stage 2 | 421 | 837 | - | 396 | 909 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 338 | 163 | *758 | *393 | 162 | 557 | 879 | - | - | 554 | - | - |
| Stage 1 | 632 | 646 | - | *263 | 385 | - | - | - | - | - | - | - |
| Stage 2 | 531 | 380 | - | *778 | 634 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 281 | 140 | *758 | *283 | 139 | 557 | 879 | - | - | 554 | - | - |
| Mov Cap-2 Maneuver | 342 | 244 | - | *211 | 252 | - | - | - | - | - | - | - |
| Stage 1 | 578 | 607 | - | *240 | 352 | - | - | - | - | - | - | - |
| Stage 2 | 452 | 347 | - | *600 | 596 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 13.6 | 24.6 | 0.9 | 0.4 |
| HCM LOS | B | C | | |

























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 879 | - | - | 342 | 649 | 211 | 397 | 554 | - | - |
| HCM Lane V/C Ratio | 0.087 | - | - | 0.159 | 0.209 | 0.309 | 0.082 | 0.059 | - | - |
| HCM Control Delay (s) | 9.5 | - | - | 17.5 | 12 | 29.5 | 14.9 | 11.9 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.6 | 0.8 | 1.3 | 0.3 | 0.2 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 973 | 65 | 60 | 1424 | 11 | 0 | 11 | 54 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 973 | 65 | 60 | 1424 | 11 | 11 | 0 | 54 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1435 | 0 | 0 | 1038 | 0 | 0 | 1840 | 2560 | 487 | 2063 | 2614 | 712 |
| Stage 1 | - | - | - | - | - | - | 1005 | 1005 | - | 1544 | 1544 | - |
| Stage 2 | - | - | - | - | - | - | 835 | 1555 | - | 519 | 1070 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 469 | - | - | *1054 | - | - | *89 | *24 | *705 | *49 | 21 | 375 |
| Stage 1 | - | - | - | - | - | - | *664 | *582 | - | *120 | 175 | - |
| Stage 2 | - | - | - | - | - | - | *328 | *172 | - | *664 | 564 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 469 | - | - | *1054 | - | - | *78 | *22 | *705 | *43 | 20 | 375 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *204 | *112 | - | *97 | 119 | - |
| Stage 1 | - | - | - | - | - | - | *642 | *562 | - | *116 | 165 | - |
| Stage 2 | - | - | - | - | - | - | *290 | *162 | - | *592 | 545 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 0.3 | 12.7 | 29.9 |
| HCM LOS | | | B | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 204 | 705 | 469 | - | - | *1054 | - | - | 166 |
| HCM Lane V/C Ratio | 0.053 | 0.077 | 0.035 | - | - | 0.057 | - | - | 0.131 |
| HCM Control Delay (s) | 23.6 | 10.5 | 13 | - | - | 8.6 | - | - | 29.9 |
| HCM Lane LOS | C | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.2 | 0.1 | - | - | 0.2 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1054 | 11 | 11 | 1397 | 5 | 0 | 22 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1054 | 11 | 11 | 1397 | 5 | 11 | 0 | 11 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1402 | 0 | 0 | 1065 | 0 | 0 | 1861 | 2564 | 527 | 2032 | 2570 | 699 |
| Stage 1 | - | - | - | - | - | - | 1140 | 1140 | - | 1419 | 1419 | - |
| Stage 2 | - | - | - | - | - | - | 721 | 1424 | - | 613 | 1151 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 483 | - | - | *999 | - | - | *94 | *24 | *668 | *59 | 23 | 382 |
| Stage 1 | - | - | - | - | - | - | *630 | *552 | - | *144 | 201 | - |
| Stage 2 | - | - | - | - | - | - | *385 | *200 | - | *630 | 551 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 483 | - | - | *999 | - | - | *85 | *22 | *668 | *53 | 21 | 382 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *227 | *115 | - | *110 | 137 | - |
| Stage 1 | - | - | - | - | - | - | *574 | *503 | - | *131 | 199 | - |
| Stage 2 | - | - | - | - | - | - | *375 | *198 | - | *564 | 502 | - |

























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.1 | 16.3 | 27.5 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 339 | 483 | - | - | * 999 | - | - | 171 |
| HCM Lane V/C Ratio | 0.064 | 0.09 | - | - | 0.011 | - | - | 0.064 |
| HCM Control Delay (s) | 16.3 | 13.2 | - | - | 8.6 | - | - | 27.5 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Future Volume (vph) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 714 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.73 | 0.58 | 0.22 | 0.35 | 0.49 | 0.43 | 0.47 | 0.50 | 0.13 | 0.61 | 0.54 | |
| Control Delay | 29.0 | 26.7 | 24.3 | 16.3 | 26.2 | 17.4 | 16.7 | 24.3 | 21.2 | 20.6 | 24.1 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

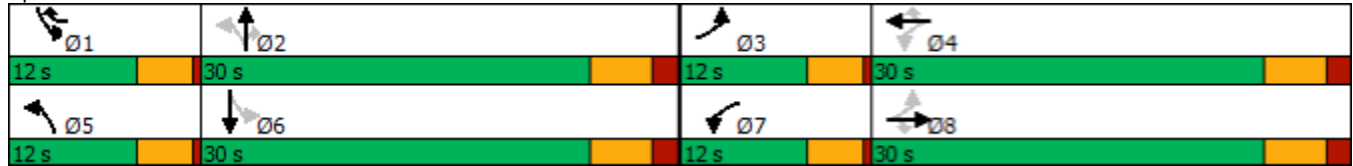


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.0 | 26.7 | 24.3 | 16.3 | 26.2 | 17.4 | 16.7 | 24.3 | 21.2 | 20.6 | 24.1 | |
| Queue Length 50th (ft) | 89 | 117 | 34 | 33 | 81 | 87 | 42 | 94 | 18 | 68 | 99 | |
| Queue Length 95th (ft) | #188 | 179 | 75 | 71 | 130 | 161 | 86 | 148 | 47 | 130 | 146 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 405 | 1214 | 547 | 374 | 1214 | 670 | 367 | 1209 | 545 | 418 | 1646 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.73 | 0.45 | 0.17 | 0.33 | 0.33 | 0.43 | 0.46 | 0.40 | 0.10 | 0.61 | 0.43 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 71.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Future Volume (veh/h) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 464 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 421 | 919 | 413 | 355 | 774 | 545 | 373 | 830 | 373 | 431 | 888 | 414 |
| Arrive On Green | 0.12 | 0.26 | 0.26 | 0.08 | 0.22 | 0.22 | 0.10 | 0.24 | 0.24 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 464 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 8.0 | 8.8 | 3.0 | 3.4 | 6.5 | 9.3 | 4.5 | 7.7 | 1.8 | 7.0 | 7.6 | 9.0 |
| Cycle Q Clear(g_c), s | 8.0 | 8.8 | 3.0 | 3.4 | 6.5 | 9.3 | 4.5 | 7.7 | 1.8 | 7.0 | 7.6 | 9.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 421 | 919 | 413 | 355 | 774 | 545 | 373 | 830 | 373 | 431 | 888 | 414 |
| V/C Ratio(X) | 0.71 | 0.60 | 0.23 | 0.35 | 0.52 | 0.53 | 0.45 | 0.58 | 0.15 | 0.59 | 0.52 | 0.60 |
| Avail Cap(c_a), veh/h | 421 | 1341 | 603 | 427 | 1341 | 800 | 422 | 1336 | 600 | 431 | 1279 | 596 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.2 | 20.9 | 18.7 | 17.2 | 22.1 | 16.9 | 16.4 | 21.8 | 19.5 | 16.1 | 20.3 | 20.8 |
| Incr Delay (d2), s/veh | 5.3 | 0.6 | 0.3 | 0.6 | 0.5 | 0.8 | 0.8 | 1.4 | 0.4 | 2.2 | 1.0 | 3.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.5 | 3.2 | 1.0 | 1.3 | 2.4 | 3.0 | 1.6 | 3.0 | 0.6 | 2.6 | 2.7 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.5 | 21.5 | 19.0 | 17.8 | 22.7 | 17.7 | 17.2 | 23.1 | 19.9 | 18.3 | 21.3 | 23.8 |
| LnGrp LOS | C | C | B | B | C | B | B | C | B | B | C | C |
| Approach Vol, veh/h | | 943 | | | 813 | | | 701 | | | 969 | |
| Approach Delay, s/veh | | 21.6 | | | 20.2 | | | 21.5 | | | 21.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 20.8 | 12.0 | 19.6 | 10.2 | 22.5 | 9.4 | 22.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 9.0 | 9.7 | 10.0 | 11.3 | 6.5 | 11.0 | 5.4 | 10.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.6 | 0.0 | 2.8 | 0.1 | 6.0 | 0.1 | 3.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.1 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 58 | 53 | 0 | 95 | 626 | 0 | 37 | 657 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 4.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 58 | 16 | 37 | 95 | 589 | 37 | 37 | 589 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1131 | 1513 | 329 | 1113 | 1529 | 313 | 657 | 0 | 0 | 626 | 0 | 0 |
| Stage 1 | 697 | 697 | - | 798 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 434 | 816 | - | 315 | 731 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 214 | 119 | 569 | 219 | 116 | 583 | 571 | - | - | 591 | - | - |
| Stage 1 | 322 | 441 | - | 275 | 396 | - | - | - | - | - | - | - |
| Stage 2 | 522 | 389 | - | 615 | 425 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 156 | 93 | 569 | 143 | 91 | 583 | 571 | - | - | 591 | - | - |
| Mov Cap-2 Maneuver | 208 | 195 | - | 187 | 186 | - | - | - | - | - | - | - |
| Stage 1 | 269 | 413 | - | 229 | 330 | - | - | - | - | - | - | - |
| Stage 2 | 388 | 324 | - | 458 | 398 | - | - | - | - | - | - | - |

























| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 19.4 | | 25.2 | | 1.6 | | 0.6 | |
| HCM LOS | C | | D | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 571 | - | - | 208 | 485 | 187 | 355 | 591 | - | - |
| HCM Lane V/C Ratio | 0.166 | - | - | 0.278 | 0.239 | 0.31 | 0.148 | 0.062 | - | - |
| HCM Control Delay (s) | 12.6 | - | - | 28.9 | 14.7 | 32.7 | 16.9 | 11.5 | - | - |
| HCM Lane LOS | B | - | - | D | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 1.1 | 0.9 | 1.2 | 0.5 | 0.2 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 897 | 75 | 103 | 1052 | 11 | 0 | 29 | 63 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 897 | 75 | 103 | 1052 | 11 | 23 | 6 | 63 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1063 | 0 | 0 | 972 | 0 | 0 | 1666 | 2200 | 449 | 1744 | 2264 | 526 |
| Stage 1 | - | - | - | - | - | - | 931 | 931 | - | 1258 | 1258 | - |
| Stage 2 | - | - | - | - | - | - | 735 | 1269 | - | 486 | 1006 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 651 | - | - | 705 | - | - | 63 | 44 | 557 | 55 | 40 | 496 |
| Stage 1 | - | - | - | - | - | - | 287 | 344 | - | 181 | 241 | - |
| Stage 2 | - | - | - | - | - | - | 377 | 238 | - | 531 | 317 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 651 | - | - | 705 | - | - | 51 | 37 | 557 | 41 | 33 | 496 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 153 | 124 | - | 123 | 109 | - |
| Stage 1 | - | - | - | - | - | - | 280 | 335 | - | 176 | 206 | - |
| Stage 2 | - | - | - | - | - | - | 306 | 203 | - | 451 | 309 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 1 | 19.6 | 26.9 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 146 | 557 | 651 | - | - | 705 | - | - | 187 |
| HCM Lane V/C Ratio | 0.197 | 0.113 | 0.026 | - | - | 0.147 | - | - | 0.123 |
| HCM Control Delay (s) | 35.6 | 12.3 | 10.7 | - | - | 11 | - | - | 26.9 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.4 | 0.1 | - | - | 0.5 | - | - | 0.4 |

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 972 | 0 | 11 | 1039 | 6 | 0 | 12 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 972 | 0 | 11 | 1039 | 6 | 6 | 0 | 6 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1045 | 0 | 0 | 972 | 0 | 0 | 1558 | 2083 | 486 | 1591 | 2077 | 520 |
| Stage 1 | - | - | - | - | - | - | 1016 | 1016 | - | 1061 | 1061 | - |
| Stage 2 | - | - | - | - | - | - | 542 | 1067 | - | 530 | 1016 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 661 | - | - | 705 | - | - | 76 | 52 | 527 | 72 | 53 | 501 |
| Stage 1 | - | - | - | - | - | - | 255 | 314 | - | 239 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 492 | 297 | - | 500 | 314 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 661 | - | - | 705 | - | - | 72 | 50 | 527 | 69 | 50 | 501 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 176 | 153 | - | 168 | 157 | - |
| Stage 1 | - | - | - | - | - | - | 247 | 304 | - | 231 | 294 | - |
| Stage 2 | - | - | - | - | - | - | 479 | 292 | - | 478 | 304 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 19.2 | | | 19.9 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 264 | 661 | - | - | 705 | - | - | 252 |
| HCM Lane V/C Ratio | 0.042 | 0.034 | - | - | 0.016 | - | - | 0.044 |
| HCM Control Delay (s) | 19.2 | 10.6 | - | - | 10.2 | - | - | 19.9 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.1 |

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Future Volume (vph) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 880 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.80 | 0.68 | 0.19 | 0.51 | 0.80 | 0.58 | 0.49 | 0.57 | 0.13 | 0.99 | 0.67 | |
| Control Delay | 41.1 | 32.5 | 26.5 | 21.5 | 38.6 | 24.2 | 18.7 | 27.2 | 21.3 | 69.3 | 30.2 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

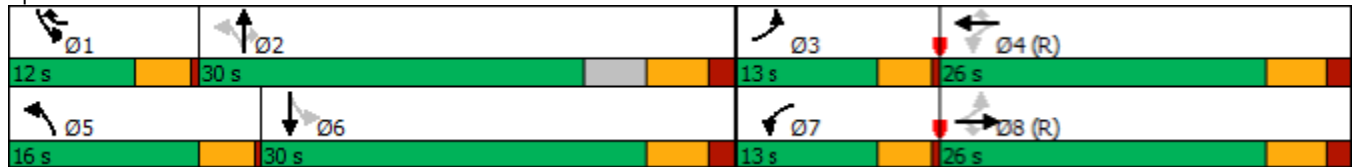


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.1 | 32.5 | 26.5 | 21.5 | 38.6 | 24.2 | 18.7 | 27.2 | 21.3 | 69.3 | 30.2 | |
| Queue Length 50th (ft) | 86 | 173 | 35 | 51 | 193 | 157 | 47 | 136 | 23 | 117 | 151 | |
| Queue Length 95th (ft) | #239 | #244 | 74 | 96 | #285 | 250 | 79 | 181 | 50 | #267 | 192 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 317 | 982 | 443 | 327 | 894 | 655 | 356 | 1173 | 528 | 346 | 1399 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.68 | 0.19 | 0.49 | 0.80 | 0.58 | 0.44 | 0.50 | 0.12 | 0.99 | 0.63 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Future Volume (veh/h) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 661 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 353 | 1257 | 565 | 375 | 1180 | 680 | 293 | 848 | 381 | 320 | 933 | 304 |
| Arrive On Green | 0.11 | 0.36 | 0.36 | 0.08 | 0.33 | 0.33 | 0.09 | 0.24 | 0.24 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3780 | 1231 |
| Grp Volume(v), veh/h | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 589 | 291 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1634 |
| Q Serve(g_s), s | 8.1 | 12.8 | 3.1 | 5.0 | 14.5 | 15.4 | 5.5 | 12.9 | 2.6 | 8.0 | 13.5 | 13.9 |
| Cycle Q Clear(g_c), s | 8.1 | 12.8 | 3.1 | 5.0 | 14.5 | 15.4 | 5.5 | 12.9 | 2.6 | 8.0 | 13.5 | 13.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 353 | 1257 | 565 | 375 | 1180 | 680 | 293 | 848 | 381 | 320 | 833 | 403 |
| V/C Ratio(X) | 0.72 | 0.53 | 0.15 | 0.43 | 0.61 | 0.56 | 0.53 | 0.69 | 0.16 | 1.08 | 0.71 | 0.72 |
| Avail Cap(c_a), veh/h | 353 | 1257 | 565 | 419 | 1180 | 680 | 387 | 1012 | 455 | 320 | 969 | 469 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.0 | 21.5 | 18.4 | 16.8 | 23.6 | 18.3 | 22.4 | 29.4 | 25.5 | 29.0 | 29.2 | 29.3 |
| Incr Delay (d2), s/veh | 7.1 | 1.6 | 0.6 | 0.8 | 2.3 | 3.3 | 1.5 | 2.6 | 0.4 | 72.3 | 3.0 | 6.5 |
| 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(50%),veh/ln | 3.5 | 5.1 | 1.1 | 1.9 | 5.9 | 5.6 | 2.2 | 5.4 | 1.0 | 8.9 | 5.4 | 5.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 25.1 | 23.2 | 19.0 | 17.6 | 26.0 | 21.6 | 23.9 | 32.0 | 25.9 | 101.2 | 32.2 | 35.8 |
| LnGrp LOS | C | C | B | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 1006 | | | 1261 | | | 806 | | | 1224 | |
| Approach Delay, s/veh | | 23.3 | | | 23.6 | | | 30.0 | | | 52.4 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 26.1 | 13.0 | 33.9 | 11.5 | 26.6 | 10.9 | 36.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 14.9 | 10.1 | 17.4 | 7.5 | 15.9 | 7.0 | 14.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 1.7 | 0.1 | 5.1 | 0.1 | 2.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 32.9 |
| HCM 6th LOS | C |

Notes























User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 65 | 33 | 0 | 76 | 761 | 0 | 33 | 913 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 65 | 11 | 22 | 76 | 734 | 27 | 33 | 880 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1414 | 1876 | 457 | 1324 | 1879 | 381 | 913 | 0 | 0 | 761 | 0 | 0 |
| Stage 1 | 963 | 963 | - | 900 | 900 | - | - | - | - | - | - | - |
| Stage 2 | 451 | 913 | - | 424 | 979 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 288 | 127 | *758 | *333 | 127 | 527 | 804 | - | - | 510 | - | - |
| Stage 1 | 555 | 593 | - | *234 | 355 | - | - | - | - | - | - | - |
| Stage 2 | 510 | 350 | - | *778 | 582 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| Mov Cap-1 Maneuver | 235 | 108 | *758 | *236 | 107 | 527 | 804 | - | - | 510 | - | - |
| Mov Cap-2 Maneuver | 306 | 214 | - | *191 | 220 | - | - | - | - | - | - | - |
| Stage 1 | 502 | 554 | - | *212 | 321 | - | - | - | - | - | - | - |
| Stage 2 | 428 | 317 | - | *596 | 544 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 14.3 | 27.5 | 0.9 | 0.4 |
| HCM LOS | B | D | | |























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 804 | - | - | 306 | 630 | 191 | 360 | 510 | - | - |
| HCM Lane V/C Ratio | 0.095 | - | - | 0.178 | 0.216 | 0.341 | 0.091 | 0.064 | - | - |
| HCM Control Delay (s) | 9.9 | - | - | 19.3 | 12.3 | 33.3 | 16 | 12.5 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.6 | 0.8 | 1.4 | 0.3 | 0.2 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | 25 | |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | 290 | |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | 7.9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1076 | 65 | 60 | 1533 | 11 | 0 | 11 | 54 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1076 | 65 | 60 | 1533 | 11 | 11 | 0 | 54 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1544 | 0 | 0 | 1141 | 0 | 0 | 1997 | 2772 | 538 | 2223 | 2826 | 767 |
| Stage 1 | - | - | - | - | - | - | 1108 | 1108 | - | 1653 | 1653 | - |
| Stage 2 | - | - | - | - | - | - | 889 | 1664 | - | 570 | 1173 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 426 | - | - | *999 | - | - | *65 | *14 | *668 | *35 | 12 | 345 |
| Stage 1 | - | - | - | - | - | - | *630 | *552 | - | *102 | 154 | - |
| Stage 2 | - | - | - | - | - | - | *304 | *152 | - | *630 | 532 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 426 | - | - | *999 | - | - | *56 | *13 | *668 | *29 | 11 | 345 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *182 | *97 | - | *81 | 104 | - |
| Stage 1 | - | - | - | - | - | - | *606 | *531 | - | *98 | 145 | - |
| Stage 2 | - | - | - | - | - | - | *266 | *143 | - | *557 | 512 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 0.3 | 13.4 | 34.4 |
| HCM LOS | | | B | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 182 | 668 | 426 | - | - | *999 | - | - | 144 |
| HCM Lane V/C Ratio | 0.06 | 0.081 | 0.038 | - | - | 0.06 | - | - | 0.151 |
| HCM Control Delay (s) | 26 | 10.9 | 13.8 | - | - | 8.8 | - | - | 34.4 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | 0.1 | - | - | 0.2 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1158 | 11 | 11 | 1505 | 5 | 0 | 22 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1158 | 11 | 11 | 1505 | 5 | 11 | 0 | 11 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1510 | 0 | 0 | 1169 | 0 | 0 | 2019 | 2776 | 579 | 2192 | 2782 | 753 |
| Stage 1 | - | - | - | - | - | - | 1244 | 1244 | - | 1527 | 1527 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 1532 | - | 665 | 1255 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 439 | - | - | *944 | - | - | *67 | *14 | *631 | *40 | 14 | 352 |
| Stage 1 | - | - | - | - | - | - | *595 | *521 | - | *123 | 178 | - |
| Stage 2 | - | - | - | - | - | - | *357 | *177 | - | *595 | 519 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 439 | - | - | *944 | - | - | *61 | *12 | *631 | *36 | 12 | 352 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *203 | *98 | - | *92 | 120 | - |
| Stage 1 | - | - | - | - | - | - | *537 | *470 | - | *111 | 176 | - |
| Stage 2 | - | - | - | - | - | - | *347 | *175 | - | *527 | 468 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.1 | 17.6 | 31.6 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 307 | 439 | - | - | * 944 | - | - | 146 |
| HCM Lane V/C Ratio | 0.071 | 0.099 | - | - | 0.012 | - | - | 0.074 |
| HCM Control Delay (s) | 17.6 | 14.1 | - | - | 8.9 | - | - | 31.6 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Future Volume (vph) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 734 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.76 | 0.70 | 0.26 | 0.46 | 0.52 | 0.43 | 0.54 | 0.52 | 0.15 | 0.65 | 0.55 | |
| Control Delay | 30.9 | 30.0 | 24.7 | 18.5 | 26.5 | 17.4 | 19.4 | 25.3 | 22.1 | 23.2 | 24.9 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

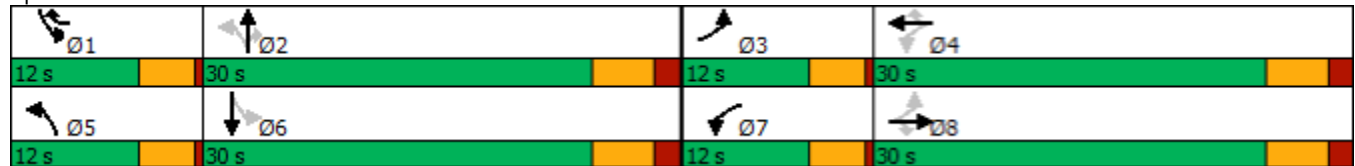


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.9 | 30.0 | 24.7 | 18.5 | 26.5 | 17.4 | 19.4 | 25.3 | 22.1 | 23.2 | 24.9 | |
| Queue Length 50th (ft) | 94 | 136 | 39 | 41 | 94 | 93 | 49 | 101 | 22 | 71 | 103 | |
| Queue Length 95th (ft) | #189 | 198 | 81 | 80 | 142 | 165 | 101 | 163 | 56 | #145 | 156 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 397 | 1180 | 531 | 329 | 1180 | 680 | 356 | 1175 | 529 | 401 | 1602 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.52 | 0.19 | 0.44 | 0.38 | 0.43 | 0.53 | 0.43 | 0.12 | 0.65 | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 73.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ |
| Traffic Volume (veh/h) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Future Volume (veh/h) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 484 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 403 | 912 | 410 | 338 | 792 | 548 | 381 | 864 | 389 | 422 | 882 | 411 |
| Arrive On Green | 0.12 | 0.26 | 0.26 | 0.09 | 0.22 | 0.22 | 0.10 | 0.25 | 0.25 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 484 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 8.0 | 10.2 | 3.4 | 4.1 | 7.4 | 9.9 | 5.1 | 8.4 | 2.1 | 7.2 | 8.2 | 9.2 |
| Cycle Q Clear(g_c), s | 8.0 | 10.2 | 3.4 | 4.1 | 7.4 | 9.9 | 5.1 | 8.4 | 2.1 | 7.2 | 8.2 | 9.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 403 | 912 | 410 | 338 | 792 | 548 | 381 | 864 | 389 | 422 | 882 | 411 |
| V/C Ratio(X) | 0.75 | 0.67 | 0.25 | 0.43 | 0.56 | 0.54 | 0.49 | 0.58 | 0.17 | 0.62 | 0.55 | 0.61 |
| Avail Cap(c_a), veh/h | 403 | 1305 | 587 | 398 | 1305 | 778 | 409 | 1300 | 584 | 422 | 1245 | 580 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.6 | 22.0 | 19.5 | 17.7 | 22.8 | 17.4 | 16.3 | 22.0 | 19.7 | 16.4 | 21.1 | 21.5 |
| Incr Delay (d2), s/veh | 7.6 | 0.9 | 0.3 | 0.9 | 0.6 | 0.8 | 1.0 | 1.3 | 0.4 | 2.7 | 1.1 | 3.1 |
| 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(50%),veh/ln | 3.9 | 3.8 | 1.1 | 1.5 | 2.8 | 3.2 | 1.9 | 3.2 | 0.7 | 2.8 | 3.0 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 26.1 | 22.8 | 19.8 | 18.6 | 23.4 | 18.2 | 17.3 | 23.4 | 20.1 | 19.1 | 22.2 | 24.6 |
| LnGrp LOS | C | C | B | B | C | B | B | C | C | B | C | C |
| Approach Vol, veh/h | | 1014 | | | 883 | | | 758 | | | 994 | |
| Approach Delay, s/veh | | 23.5 | | | 20.9 | | | 21.6 | | | 22.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 21.8 | 12.0 | 20.4 | 10.9 | 22.9 | 9.7 | 22.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 9.2 | 10.4 | 10.0 | 11.9 | 7.1 | 11.2 | 6.1 | 12.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.8 | 0.0 | 3.0 | 0.0 | 6.0 | 0.1 | 3.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 22.1 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 58 | 53 | 0 | 95 | 690 | 0 | 37 | 715 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 4.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 58 | 16 | 37 | 95 | 653 | 37 | 37 | 647 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1214 | 1635 | 358 | 1200 | 1651 | 345 | 715 | 0 | 0 | 690 | 0 | 0 |
| Stage 1 | 755 | 755 | - | 862 | 862 | - | - | - | - | - | - | - |
| Stage 2 | 459 | 880 | - | 338 | 789 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 191 | 100 | 545 | 195 | 98 | 556 | 536 | - | - | 551 | - | - |
| Stage 1 | 294 | 415 | - | 248 | 370 | - | - | - | - | - | - | - |
| Stage 2 | 504 | 363 | - | 596 | 400 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 136 | 77 | 545 | 123 | 75 | 556 | 536 | - | - | 551 | - | - |
| Mov Cap-2 Maneuver | 187 | 176 | - | 166 | 167 | - | - | - | - | - | - | - |
| Stage 1 | 242 | 387 | - | 204 | 305 | - | - | - | - | - | - | - |
| Stage 2 | 367 | 299 | - | 436 | 373 | - | - | - | - | - | - | - |

























| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 21.2 | | 28.5 | | 1.6 | | 0.6 | |
| HCM LOS | C | | D | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 536 | - | - | 187 | 458 | 166 | 327 | 551 | - | - |
| HCM Lane V/C Ratio | 0.177 | - | - | 0.31 | 0.253 | 0.349 | 0.161 | 0.067 | - | - |
| HCM Control Delay (s) | 13.2 | - | - | 32.7 | 15.5 | 37.9 | 18.1 | 12 | - | - |
| HCM Lane LOS | B | - | - | D | C | E | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 1.2 | 1 | 1.5 | 0.6 | 0.2 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 983 | 75 | 103 | 1132 | 11 | 0 | 29 | 63 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 983 | 75 | 103 | 1132 | 11 | 23 | 6 | 63 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1143 | 0 | 0 | 1058 | 0 | 0 | 1792 | 2366 | 492 | 1867 | 2430 | 566 |
| Stage 1 | - | - | - | - | - | - | 1017 | 1017 | - | 1338 | 1338 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 1349 | - | 529 | 1092 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 607 | - | - | 654 | - | - | 51 | 35 | 522 | 45 | 31 | 467 |
| Stage 1 | - | - | - | - | - | - | 254 | 313 | - | 161 | 220 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 217 | - | 501 | 289 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 607 | - | - | 654 | - | - | 41 | 29 | 522 | 33 | 25 | 467 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 136 | 110 | - | 108 | 94 | - |
| Stage 1 | - | - | - | - | - | - | 247 | 304 | - | 156 | 185 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 183 | - | 420 | 281 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 1 | 21.4 | 30.3 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 130 | 522 | 607 | - | - | 654 | - | - | 165 |
| HCM Lane V/C Ratio | 0.221 | 0.121 | 0.028 | - | - | 0.158 | - | - | 0.139 |
| HCM Control Delay (s) | 40.4 | 12.8 | 11.1 | - | - | 11.5 | - | - | 30.3 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 0.8 | 0.4 | 0.1 | - | - | 0.6 | - | - | 0.5 |

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | | ↷ | | | ↷ | |
| Traffic Volume (vph) | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1056 | 0 | 11 | 1117 | 6 | 0 | 12 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1056 | 0 | 11 | 1117 | 6 | 6 | 0 | 6 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1123 | 0 | 0 | 1056 | 0 | 0 | 1681 | 2245 | 528 | 1711 | 2239 | 559 |
| Stage 1 | - | - | - | - | - | - | 1100 | 1100 | - | 1139 | 1139 | - |
| Stage 2 | - | - | - | - | - | - | 581 | 1145 | - | 572 | 1100 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 618 | - | - | 655 | - | - | 62 | 41 | 495 | 59 | 42 | 472 |
| Stage 1 | - | - | - | - | - | - | 226 | 286 | - | 214 | 274 | - |
| Stage 2 | - | - | - | - | - | - | 467 | 272 | - | 472 | 286 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 618 | - | - | 655 | - | - | 59 | 39 | 495 | 56 | 40 | 472 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 156 | 136 | - | 150 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 218 | 276 | - | 206 | 269 | - |
| Stage 2 | - | - | - | - | - | - | 454 | 267 | - | 450 | 276 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 20.9 | | | 21.6 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 237 | 618 | - | - | 655 | - | - | 228 |
| HCM Lane V/C Ratio | 0.047 | 0.036 | - | - | 0.017 | - | - | 0.049 |
| HCM Control Delay (s) | 20.9 | 11 | - | - | 10.6 | - | - | 21.6 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.1 | - | - | 0.2 |

Appendix C

Build Traffic Operational Analysis

- 2024 Build Traffic
- 2039 Build Traffic

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Future Volume (vph) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 886 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.76 | 0.62 | 0.19 | 0.40 | 0.74 | 0.59 | 0.48 | 0.52 | 0.11 | 0.99 | 0.67 | |
| Control Delay | 35.6 | 30.5 | 26.4 | 19.1 | 35.4 | 24.3 | 18.4 | 26.5 | 21.1 | 67.6 | 30.2 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

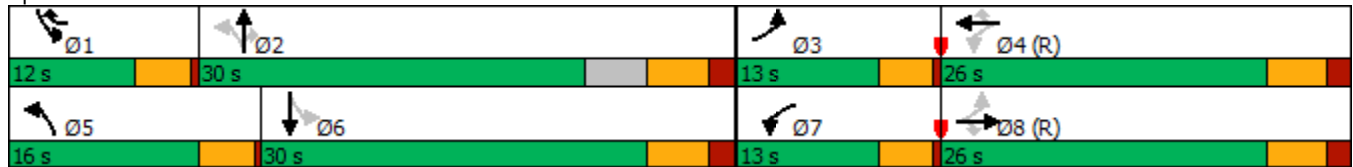


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.6 | 30.5 | 26.4 | 19.1 | 35.4 | 24.3 | 18.4 | 26.5 | 21.1 | 67.6 | 30.2 | |
| Queue Length 50th (ft) | 84 | 154 | 36 | 42 | 176 | 161 | 45 | 124 | 20 | 126 | 152 | |
| Queue Length 95th (ft) | #215 | 219 | 77 | 82 | #240 | 256 | 77 | 165 | 44 | #283 | 194 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 330 | 999 | 450 | 349 | 904 | 659 | 356 | 1173 | 528 | 368 | 1399 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.62 | 0.19 | 0.39 | 0.74 | 0.59 | 0.42 | 0.46 | 0.10 | 0.99 | 0.63 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ |
| Traffic Volume (veh/h) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Future Volume (veh/h) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 667 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 366 | 1299 | 584 | 385 | 1185 | 682 | 288 | 844 | 379 | 334 | 938 | 303 |
| Arrive On Green | 0.11 | 0.37 | 0.37 | 0.07 | 0.34 | 0.34 | 0.09 | 0.24 | 0.24 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3789 | 1224 |
| Grp Volume(v), veh/h | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 593 | 293 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1635 |
| Q Serve(g_s), s | 7.7 | 11.4 | 3.1 | 4.2 | 13.2 | 15.7 | 5.4 | 11.7 | 2.2 | 8.0 | 13.6 | 13.9 |
| Cycle Q Clear(g_c), s | 7.7 | 11.4 | 3.1 | 4.2 | 13.2 | 15.7 | 5.4 | 11.7 | 2.2 | 8.0 | 13.6 | 13.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 366 | 1299 | 584 | 385 | 1185 | 682 | 288 | 844 | 379 | 334 | 836 | 405 |
| V/C Ratio(X) | 0.68 | 0.47 | 0.15 | 0.35 | 0.56 | 0.57 | 0.52 | 0.64 | 0.14 | 1.09 | 0.71 | 0.72 |
| Avail Cap(c_a), veh/h | 366 | 1299 | 584 | 447 | 1185 | 682 | 386 | 1012 | 455 | 334 | 969 | 469 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.0 | 20.4 | 17.8 | 16.7 | 23.1 | 18.3 | 22.5 | 29.1 | 25.4 | 29.3 | 29.2 | 29.3 |
| Incr Delay (d2), s/veh | 5.2 | 1.2 | 0.5 | 0.5 | 1.9 | 3.4 | 1.5 | 1.9 | 0.3 | 76.9 | 3.0 | 6.6 |
| 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(50%),veh/ln | 3.2 | 4.4 | 1.1 | 1.6 | 5.3 | 5.7 | 2.2 | 4.8 | 0.8 | 9.9 | 5.5 | 5.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.2 | 21.6 | 18.3 | 17.3 | 25.0 | 21.7 | 24.0 | 31.0 | 25.8 | 106.2 | 32.2 | 35.9 |
| LnGrp LOS | C | C | B | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 952 | | | 1190 | | | 745 | | | 1251 | |
| Approach Delay, s/veh | | 21.5 | | | 23.1 | | | 29.2 | | | 54.6 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 25.9 | 13.0 | 34.1 | 11.3 | 26.6 | 10.0 | 37.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 13.7 | 9.7 | 17.7 | 7.4 | 15.9 | 6.2 | 13.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 1.5 | 0.1 | 5.1 | 0.1 | 2.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.3 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↔ | ↔ | | ↔ | ↔ | | ↔ | ↑↑↑ | | ↔ | ↑↑↑ | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 674 | 0 | 109 | 837 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 652 | 22 | 109 | 804 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1457 | 1865 | 419 | 1360 | 1870 | 337 | 837 | 0 | 0 | 674 | 0 | 0 |
| Stage 1 | 1039 | 1039 | - | 815 | 815 | - | - | - | - | - | - | - |
| Stage 2 | 418 | 826 | - | 545 | 1055 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 269 | 130 | *758 | *314 | 129 | 562 | 886 | - | - | 561 | - | - |
| Stage 1 | 482 | 541 | - | *267 | 389 | - | - | - | - | - | - | - |
| Stage 2 | 533 | 385 | - | *778 | 530 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 178 | 96 | *758 | *200 | 95 | 562 | 886 | - | - | 561 | - | - |
| Mov Cap-2 Maneuver | 238 | 181 | - | *216 | 205 | - | - | - | - | - | - | - |
| Stage 1 | 441 | 436 | - | *244 | 356 | - | - | - | - | - | - | - |
| Stage 2 | 408 | 352 | - | *511 | 427 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|----|--|-----|--|
| HCM Control Delay, s | 16.1 | | 18.9 | | 1 | | 1.5 | |
| HCM LOS | C | | C | | | | | |

























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 886 | - | - | 238 | 604 | 216 | 462 | 561 | - | - |
| HCM Lane V/C Ratio | 0.086 | - | - | 0.228 | 0.225 | 0.226 | 0.188 | 0.194 | - | - |
| HCM Control Delay (s) | 9.4 | - | - | 24.5 | 12.7 | 26.5 | 14.6 | 13 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.9 | 0.9 | 0.8 | 0.7 | 0.7 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 995 | 98 | 43 | 1440 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 995 | 98 | 43 | 1440 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1451 | 0 | 0 | 1093 | 0 | 0 | 1836 | 2564 | 498 | 2056 | 2651 | 720 |
| Stage 1 | - | - | - | - | - | - | 1027 | 1027 | - | 1526 | 1526 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 1537 | - | 530 | 1125 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 463 | - | - | 995 | - | - | *90 | *24 | *705 | *50 | 20 | 370 |
| Stage 1 | - | - | - | - | - | - | *664 | *582 | - | *123 | 178 | - |
| Stage 2 | - | - | - | - | - | - | *340 | *176 | - | *664 | 519 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 463 | - | - | 995 | - | - | *79 | *22 | *705 | *45 | 18 | 370 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *212 | *116 | - | *100 | 119 | - |
| Stage 1 | - | - | - | - | - | - | *641 | *562 | - | *119 | 170 | - |
| Stage 2 | - | - | - | - | - | - | *306 | *168 | - | *607 | 500 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 17.1 | | | 29.6 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 212 | 705 | 463 | - | - | 995 | - | - | 168 |
| HCM Lane V/C Ratio | 0.154 | 0.054 | 0.035 | - | - | 0.044 | - | - | 0.129 |
| HCM Control Delay (s) | 25 | 10.4 | 13.1 | - | - | 8.8 | - | - | 29.6 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.5 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | | ↷ | | | ↷ | |
| Traffic Volume (vph) | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1038 | 33 | 43 | 1380 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1038 | 33 | 43 | 1380 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1385 | 0 | 0 | 1071 | 0 | 0 | 1900 | 2595 | 519 | 2071 | 2623 | 690 |
| Stage 1 | - | - | - | - | - | - | 1124 | 1124 | - | 1466 | 1466 | - |
| Stage 2 | - | - | - | - | - | - | 776 | 1471 | - | 605 | 1157 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 490 | - | - | 1025 | - | - | 76 | 22 | *705 | *48 | 21 | 388 |
| Stage 1 | - | - | - | - | - | - | 570 | 519 | - | *134 | 191 | - |
| Stage 2 | - | - | - | - | - | - | 356 | 190 | - | *664 | 494 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 490 | - | - | 1025 | - | - | 68 | 19 | *705 | *41 | 18 | 388 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 199 | 104 | - | *101 | 122 | - |
| Stage 1 | - | - | - | - | - | - | 520 | 473 | - | *122 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 182 | - | *573 | 450 | - |

























| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.3 | | | 18 | | | 29.1 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 342 | 490 | - | - | 1025 | - | - | 160 |
| HCM Lane V/C Ratio | 0.191 | 0.089 | - | - | 0.042 | - | - | 0.068 |
| HCM Control Delay (s) | 18 | 13.1 | - | - | 8.7 | - | - | 29.1 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0.1 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Future Volume (vph) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 734 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.75 | 0.59 | 0.24 | 0.35 | 0.51 | 0.45 | 0.52 | 0.52 | 0.13 | 0.69 | 0.55 | |
| Control Delay | 30.8 | 27.1 | 24.6 | 16.6 | 26.6 | 18.0 | 18.2 | 24.7 | 21.3 | 24.9 | 24.3 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

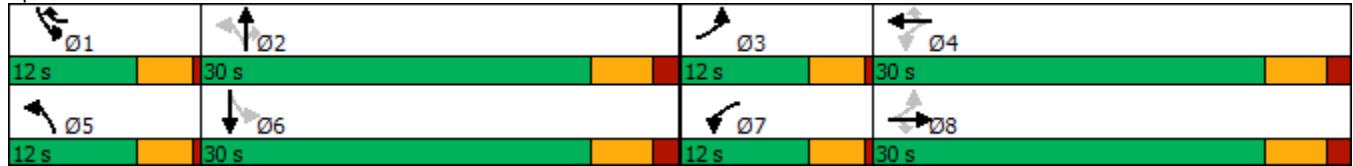


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.8 | 27.1 | 24.6 | 16.6 | 26.6 | 18.0 | 18.2 | 24.7 | 21.3 | 24.9 | 24.3 | |
| Queue Length 50th (ft) | 92 | 125 | 39 | 35 | 88 | 97 | 47 | 100 | 19 | 78 | 103 | |
| Queue Length 95th (ft) | #193 | 184 | 81 | 71 | 135 | 172 | 95 | 156 | 48 | #162 | 151 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 395 | 1192 | 537 | 366 | 1192 | 671 | 359 | 1187 | 535 | 406 | 1619 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.75 | 0.48 | 0.19 | 0.34 | 0.35 | 0.45 | 0.51 | 0.42 | 0.10 | 0.69 | 0.45 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 72.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Future Volume (veh/h) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 484 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 411 | 943 | 424 | 349 | 804 | 553 | 376 | 855 | 385 | 421 | 881 | 410 |
| Arrive On Green | 0.12 | 0.27 | 0.27 | 0.08 | 0.23 | 0.23 | 0.10 | 0.24 | 0.24 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 484 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 8.0 | 9.3 | 3.4 | 3.5 | 7.0 | 10.2 | 5.0 | 8.3 | 1.8 | 8.0 | 8.2 | 9.3 |
| Cycle Q Clear(g_c), s | 8.0 | 9.3 | 3.4 | 3.5 | 7.0 | 10.2 | 5.0 | 8.3 | 1.8 | 8.0 | 8.2 | 9.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 411 | 943 | 424 | 349 | 804 | 553 | 376 | 855 | 385 | 421 | 881 | 410 |
| V/C Ratio(X) | 0.72 | 0.60 | 0.24 | 0.36 | 0.52 | 0.55 | 0.48 | 0.58 | 0.14 | 0.67 | 0.55 | 0.61 |
| Avail Cap(c_a), veh/h | 411 | 1302 | 586 | 418 | 1302 | 777 | 409 | 1297 | 583 | 421 | 1242 | 579 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.8 | 21.2 | 19.0 | 17.4 | 22.4 | 17.4 | 16.5 | 22.2 | 19.7 | 16.8 | 21.1 | 21.5 |
| Incr Delay (d2), s/veh | 6.2 | 0.6 | 0.3 | 0.6 | 0.5 | 0.9 | 1.0 | 1.4 | 0.4 | 4.0 | 1.1 | 3.1 |
| 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(50%),veh/ln | 3.6 | 3.4 | 1.1 | 1.3 | 2.6 | 3.3 | 1.8 | 3.2 | 0.6 | 3.2 | 3.0 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.0 | 21.8 | 19.3 | 18.0 | 23.0 | 18.3 | 17.5 | 23.5 | 20.1 | 20.8 | 22.3 | 24.7 |
| LnGrp LOS | C | C | B | B | C | B | B | C | C | C | C | C |
| Approach Vol, veh/h | | 968 | | | 851 | | | 737 | | | 1015 | |
| Approach Delay, s/veh | | 22.2 | | | 20.6 | | | 21.8 | | | 22.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 21.7 | 12.0 | 20.6 | 10.8 | 22.9 | 9.4 | 23.2 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 10.3 | 10.0 | 12.2 | 7.0 | 11.3 | 5.5 | 11.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.7 | 0.0 | 2.9 | 0.0 | 6.0 | 0.1 | 3.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.8 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↗ | ↘ | | ↗ | ↘ | | ↗ | ↑↑↑ | | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 610 | 0 | 95 | 652 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 5.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 584 | 26 | 95 | 584 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1240 | 1608 | 326 | 1216 | 1629 | 305 | 652 | 0 | 0 | 610 | 0 | 0 |
| Stage 1 | 808 | 808 | - | 787 | 787 | - | - | - | - | - | - | - |
| Stage 2 | 432 | 800 | - | 429 | 842 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 184 | 104 | 572 | 191 | 101 | 589 | 574 | - | - | 601 | - | - |
| Stage 1 | 270 | 392 | - | 279 | 401 | - | - | - | - | - | - | - |
| Stage 2 | 523 | 395 | - | 525 | 378 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 109 | 73 | 572 | 114 | 71 | 589 | 574 | - | - | 601 | - | - |
| Mov Cap-2 Maneuver | 158 | 157 | - | 163 | 153 | - | - | - | - | - | - | - |
| Stage 1 | 225 | 330 | - | 233 | 334 | - | - | - | - | - | - | - |
| Stage 2 | 345 | 329 | - | 349 | 318 | - | - | - | - | - | - | - |























| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 23.7 | | 22.3 | | 1.7 | | 1.5 | |
| HCM LOS | C | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 574 | - | - | 158 | 461 | 163 | 424 | 601 | - | - |
| HCM Lane V/C Ratio | 0.165 | - | - | 0.366 | 0.251 | 0.291 | 0.273 | 0.158 | - | - |
| HCM Control Delay (s) | 12.5 | - | - | 40.4 | 15.4 | 35.9 | 16.7 | 12.1 | - | - |
| HCM Lane LOS | B | - | - | E | C | E | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 1.5 | 1 | 1.1 | 1.1 | 0.6 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 920 | 98 | 80 | 1075 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ | | ↖ | ↖ | | ↔ | |
| Traffic Vol, veh/h | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 920 | 98 | 80 | 1075 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1086 | 0 | 0 | 1018 | 0 | 0 | 1655 | 2200 | 460 | 1732 | 2287 | 538 |
| Stage 1 | - | - | - | - | - | - | 954 | 954 | - | 1235 | 1235 | - |
| Stage 2 | - | - | - | - | - | - | 701 | 1246 | - | 497 | 1052 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 638 | - | - | 677 | - | - | 64 | 44 | 548 | 56 | 39 | 488 |
| Stage 1 | - | - | - | - | - | - | 278 | 335 | - | 187 | 247 | - |
| Stage 2 | - | - | - | - | - | - | 395 | 244 | - | 523 | 302 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 638 | - | - | 677 | - | - | 54 | 38 | 548 | 45 | 33 | 488 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 157 | 129 | - | 130 | 114 | - |
| Stage 1 | - | - | - | - | - | - | 270 | 326 | - | 182 | 218 | - |
| Stage 2 | - | - | - | - | - | - | 331 | 215 | - | 463 | 294 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.8 | | | 29.5 | | | 25.9 | | |
| HCM LOS | | | | | | | D | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 154 | 548 | 638 | - | - | 677 | - | - | 195 |
| HCM Lane V/C Ratio | 0.373 | 0.073 | 0.027 | - | - | 0.119 | - | - | 0.118 |
| HCM Control Delay (s) | 41.7 | 12.1 | 10.8 | - | - | 11 | - | - | 25.9 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.6 | 0.2 | 0.1 | - | - | 0.4 | - | - | 0.4 |

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 950 | 22 | 39 | 1017 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 950 | 22 | 39 | 1017 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1023 | 0 | 0 | 972 | 0 | 0 | 1581 | 2095 | 475 | 1614 | 2111 | 509 |
| Stage 1 | - | - | - | - | - | - | 994 | 994 | - | 1095 | 1095 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 1101 | - | 519 | 1016 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 674 | - | - | 705 | - | - | 73 | 52 | 536 | 69 | 50 | 509 |
| Stage 1 | - | - | - | - | - | - | 263 | 321 | - | 228 | 288 | - |
| Stage 2 | - | - | - | - | - | - | 463 | 286 | - | 508 | 314 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 674 | - | - | 705 | - | - | 67 | 48 | 536 | 60 | 46 | 509 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 172 | 147 | - | 156 | 144 | - |
| Stage 1 | - | - | - | - | - | - | 254 | 310 | - | 220 | 272 | - |
| Stage 2 | - | - | - | - | - | - | 433 | 270 | - | 461 | 304 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 22 | | | 20.8 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 273 | 674 | - | - | 705 | - | - | 239 |
| HCM Lane V/C Ratio | 0.224 | 0.033 | - | - | 0.055 | - | - | 0.046 |
| HCM Control Delay (s) | 22 | 10.5 | - | - | 10.4 | - | - | 20.8 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.8 | 0.1 | - | - | 0.2 | - | - | 0.1 |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Future Volume (vph) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 912 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.82 | 0.72 | 0.22 | 0.53 | 0.83 | 0.60 | 0.54 | 0.58 | 0.13 | 1.08 | 0.68 | |
| Control Delay | 43.1 | 34.0 | 27.2 | 22.5 | 40.0 | 24.9 | 19.8 | 27.1 | 21.1 | 95.7 | 30.5 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

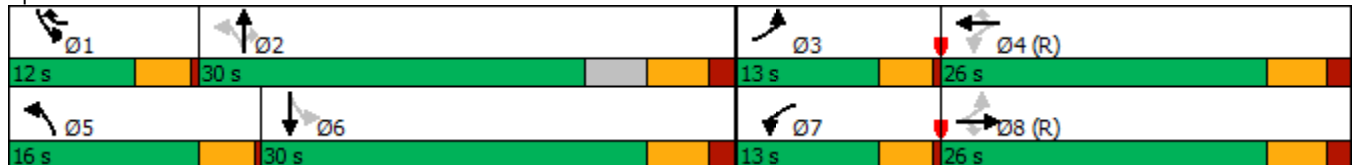


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.1 | 34.0 | 27.2 | 22.5 | 40.0 | 24.9 | 19.8 | 27.1 | 21.1 | 95.7 | 30.5 | |
| Queue Length 50th (ft) | 88 | 183 | 42 | 53 | 198 | 164 | 51 | 140 | 23 | ~142 | 156 | |
| Queue Length 95th (ft) | #237 | #268 | 84 | 96 | #295 | 260 | 86 | 187 | 50 | #315 | 200 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 310 | 960 | 433 | 313 | 887 | 652 | 351 | 1173 | 528 | 346 | 1396 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.82 | 0.72 | 0.22 | 0.51 | 0.83 | 0.60 | 0.49 | 0.52 | 0.12 | 1.08 | 0.65 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Future Volume (veh/h) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 693 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 342 | 1216 | 547 | 358 | 1142 | 663 | 301 | 886 | 398 | 323 | 961 | 299 |
| Arrive On Green | 0.11 | 0.35 | 0.35 | 0.08 | 0.32 | 0.32 | 0.09 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3826 | 1192 |
| Grp Volume(v), veh/h | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 610 | 302 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1641 |
| Q Serve(g_s), s | 8.2 | 13.6 | 3.6 | 5.1 | 15.1 | 16.4 | 6.0 | 13.3 | 2.5 | 8.0 | 14.0 | 14.3 |
| Cycle Q Clear(g_c), s | 8.2 | 13.6 | 3.6 | 5.1 | 15.1 | 16.4 | 6.0 | 13.3 | 2.5 | 8.0 | 14.0 | 14.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.73 |
| Lane Grp Cap(c), veh/h | 342 | 1216 | 547 | 358 | 1142 | 663 | 301 | 886 | 398 | 323 | 849 | 412 |
| V/C Ratio(X) | 0.75 | 0.57 | 0.18 | 0.45 | 0.64 | 0.59 | 0.57 | 0.69 | 0.15 | 1.16 | 0.72 | 0.73 |
| Avail Cap(c_a), veh/h | 342 | 1216 | 547 | 400 | 1142 | 663 | 384 | 1012 | 455 | 323 | 969 | 471 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.9 | 22.5 | 19.3 | 17.5 | 24.5 | 19.2 | 21.9 | 28.8 | 24.8 | 28.6 | 29.1 | 29.2 |
| Incr Delay (d2), s/veh | 8.6 | 1.9 | 0.7 | 0.9 | 2.8 | 3.9 | 1.7 | 2.5 | 0.4 | 100.7 | 3.2 | 6.9 |
| 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(50%),veh/ln | 3.8 | 5.4 | 1.3 | 1.9 | 6.2 | 6.1 | 2.4 | 5.5 | 0.9 | 11.6 | 5.6 | 6.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.5 | 24.4 | 20.0 | 18.4 | 27.3 | 23.1 | 23.6 | 31.3 | 25.2 | 129.2 | 32.3 | 36.1 |
| LnGrp LOS | C | C | B | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 1040 | | | 1289 | | | 842 | | | 1287 | |
| Approach Delay, s/veh | | 24.7 | | | 24.9 | | | 29.3 | | | 61.4 | |
| Approach LOS | | C | | | C | | | C | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 27.0 | 13.0 | 33.0 | 12.0 | 27.0 | 11.0 | 35.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 15.3 | 10.2 | 18.4 | 8.0 | 16.3 | 7.1 | 15.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 1.3 | 0.2 | 5.0 | 0.1 | 2.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 36.2 |
| HCM 6th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 750 | 0 | 109 | 908 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 728 | 22 | 109 | 875 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1559 | 2012 | 454 | 1465 | 2017 | 375 | 908 | 0 | 0 | 750 | 0 | 0 |
| Stage 1 | 1110 | 1110 | - | 891 | 891 | - | - | - | - | - | - | - |
| Stage 2 | 449 | 902 | - | 574 | 1126 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 228 | 101 | *758 | *265 | 100 | 532 | 809 | - | - | 516 | - | - |
| Stage 1 | 423 | 495 | - | *237 | 359 | - | - | - | - | - | - | - |
| Stage 2 | 511 | 355 | - | *778 | 486 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| Mov Cap-1 Maneuver | 146 | 72 | *758 | *164 | 72 | 532 | 809 | - | - | 516 | - | - |
| Mov Cap-2 Maneuver | 210 | 155 | - | *189 | 177 | - | - | - | - | - | - | - |
| Stage 1 | 383 | 391 | - | *215 | 325 | - | - | - | - | - | - | - |
| Stage 2 | 384 | 322 | - | *498 | 384 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|-----|-----|
| HCM Control Delay, s | 17.4 | 21 | 0.9 | 1.5 |
| HCM LOS | C | C | | |

























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 809 | - | - | 210 | 578 | 189 | 425 | 516 | - | - |
| HCM Lane V/C Ratio | 0.094 | - | - | 0.259 | 0.235 | 0.259 | 0.205 | 0.211 | - | - |
| HCM Control Delay (s) | 9.9 | - | - | 28 | 13.1 | 30.6 | 15.6 | 13.8 | - | - |
| HCM Lane LOS | A | - | - | D | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1 | 0.9 | 1 | 0.8 | 0.8 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1098 | 98 | 43 | 1549 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↗ | ↘ | | ↔ | |
| Traffic Vol, veh/h | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1098 | 98 | 43 | 1549 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1560 | 0 | 0 | 1196 | 0 | 0 | 1993 | 2776 | 549 | 2216 | 2863 | 775 |
| Stage 1 | - | - | - | - | - | - | 1130 | 1130 | - | 1635 | 1635 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 1646 | - | 581 | 1228 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 420 | - | - | 939 | - | - | *65 | *14 | *668 | *35 | 12 | 341 |
| Stage 1 | - | - | - | - | - | - | *630 | *552 | - | *105 | 157 | - |
| Stage 2 | - | - | - | - | - | - | *316 | *155 | - | *630 | 488 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 420 | - | - | 939 | - | - | *57 | *13 | *668 | *31 | 11 | 341 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *190 | *100 | - | *84 | 105 | - |
| Stage 1 | - | - | - | - | - | - | *606 | *531 | - | *101 | 150 | - |
| Stage 2 | - | - | - | - | - | - | *281 | *148 | - | *571 | 469 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 18.6 | | | 33.7 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 190 | 668 | 420 | - | - | 939 | - | - | 147 |
| HCM Lane V/C Ratio | 0.172 | 0.057 | 0.039 | - | - | 0.046 | - | - | 0.148 |
| HCM Control Delay (s) | 27.8 | 10.7 | 13.9 | - | - | 9 | - | - | 33.7 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.6 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1141 | 33 | 43 | 1489 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1141 | 33 | 43 | 1489 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1494 | 0 | 0 | 1174 | 0 | 0 | 2058 | 2807 | 571 | 2232 | 2835 | 745 |
| Stage 1 | - | - | - | - | - | - | 1227 | 1227 | - | 1575 | 1575 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 1580 | - | 657 | 1260 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 445 | - | - | *944 | - | - | *60 | *13 | *631 | *36 | 12 | 357 |
| Stage 1 | - | - | - | - | - | - | *595 | *521 | - | *115 | 169 | - |
| Stage 2 | - | - | - | - | - | - | *330 | *168 | - | *595 | 515 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 445 | - | - | *944 | - | - | *53 | *11 | *631 | *30 | 11 | 357 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *184 | *89 | - | *85 | 110 | - |
| Stage 1 | - | - | - | - | - | - | *537 | *471 | - | *104 | 161 | - |
| Stage 2 | - | - | - | - | - | - | *310 | *160 | - | *505 | 465 | - |






























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.3 | 19.4 | 33.5 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 314 | 445 | - | - | * 944 | - | - | 137 |
| HCM Lane V/C Ratio | 0.208 | 0.098 | - | - | 0.046 | - | - | 0.079 |
| HCM Control Delay (s) | 19.4 | 14 | - | - | 9 | - | - | 33.5 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.8 | 0.3 | - | - | 0.1 | - | - | 0.3 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|--|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |   |  |  |    |  |
| Traffic Volume (vph) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Future Volume (vph) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 755 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.78 | 0.71 | 0.28 | 0.46 | 0.54 | 0.46 | 0.59 | 0.54 | 0.15 | 0.73 | 0.57 | |
| Control Delay | 32.8 | 30.5 | 25.1 | 18.8 | 26.9 | 17.9 | 21.3 | 25.7 | 22.2 | 28.3 | 25.2 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

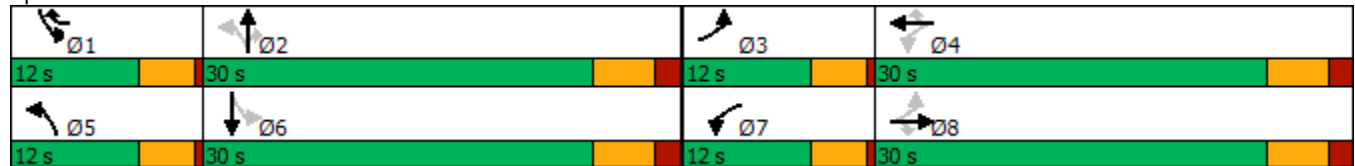


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.8 | 30.5 | 25.1 | 18.8 | 26.9 | 17.9 | 21.3 | 25.7 | 22.2 | 28.3 | 25.2 | |
| Queue Length 50th (ft) | 95 | 142 | 43 | 42 | 100 | 101 | 54 | 106 | 22 | 80 | 107 | |
| Queue Length 95th (ft) | #196 | 204 | 87 | 80 | 148 | 175 | 109 | 170 | 56 | #186 | 160 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 387 | 1171 | 528 | 323 | 1171 | 681 | 348 | 1166 | 525 | 391 | 1593 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.78 | 0.53 | 0.21 | 0.45 | 0.40 | 0.46 | 0.58 | 0.45 | 0.12 | 0.73 | 0.47 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 74.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Future Volume (veh/h) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 505 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 394 | 931 | 419 | 333 | 819 | 555 | 384 | 888 | 399 | 412 | 876 | 408 |
| Arrive On Green | 0.12 | 0.26 | 0.26 | 0.09 | 0.23 | 0.23 | 0.11 | 0.25 | 0.25 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 505 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 8.0 | 10.8 | 3.8 | 4.2 | 7.9 | 10.8 | 5.6 | 8.9 | 2.2 | 8.0 | 8.9 | 9.5 |
| Cycle Q Clear(g_c), s | 8.0 | 10.8 | 3.8 | 4.2 | 7.9 | 10.8 | 5.6 | 8.9 | 2.2 | 8.0 | 8.9 | 9.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 394 | 931 | 419 | 333 | 819 | 555 | 384 | 888 | 399 | 412 | 876 | 408 |
| V/C Ratio(X) | 0.77 | 0.67 | 0.27 | 0.44 | 0.57 | 0.56 | 0.53 | 0.59 | 0.16 | 0.69 | 0.58 | 0.61 |
| Avail Cap(c_a), veh/h | 394 | 1269 | 571 | 389 | 1269 | 757 | 397 | 1264 | 568 | 412 | 1211 | 564 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.2 | 22.4 | 19.8 | 17.9 | 23.1 | 17.9 | 16.5 | 22.4 | 19.9 | 17.3 | 21.9 | 22.2 |
| Incr Delay (d2), s/veh | 8.8 | 0.8 | 0.3 | 0.9 | 0.6 | 0.9 | 1.2 | 1.4 | 0.4 | 5.0 | 1.3 | 3.2 |
| 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(50%),veh/ln | 4.1 | 4.0 | 1.3 | 1.6 | 3.0 | 3.5 | 2.1 | 3.4 | 0.8 | 3.4 | 3.3 | 3.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.0 | 23.2 | 20.2 | 18.8 | 23.7 | 18.8 | 17.7 | 23.7 | 20.3 | 22.3 | 23.2 | 25.4 |
| LnGrp LOS | C | C | C | B | C | B | B | C | C | C | C | C |
| Approach Vol, veh/h | | 1040 | | | 920 | | | 794 | | | 1041 | |
| Approach Delay, s/veh | | 24.3 | | | 21.3 | | | 21.9 | | | 23.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 22.7 | 12.0 | 21.3 | 11.5 | 23.2 | 9.8 | 23.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 10.9 | 10.0 | 12.8 | 7.6 | 11.5 | 6.2 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.9 | 0.0 | 3.1 | 0.0 | 6.1 | 0.1 | 3.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 22.8 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 673 | 0 | 95 | 710 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 5.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 647 | 26 | 95 | 642 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1323 | 1729 | 355 | 1302 | 1750 | 337 | 710 | 0 | 0 | 673 | 0 | 0 |
| Stage 1 | 866 | 866 | - | 850 | 850 | - | - | - | - | - | - | - |
| Stage 2 | 457 | 863 | - | 452 | 900 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 164 | 87 | 548 | 169 | 85 | 562 | 539 | - | - | 561 | - | - |
| Stage 1 | 246 | 369 | - | 253 | 375 | - | - | - | - | - | - | - |
| Stage 2 | 505 | 370 | - | 509 | 355 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 93 | 60 | 548 | 98 | 58 | 562 | 539 | - | - | 561 | - | - |
| Mov Cap-2 Maneuver | 140 | 140 | - | 145 | 136 | - | - | - | - | - | - | - |
| Stage 1 | 203 | 307 | - | 208 | 309 | - | - | - | - | - | - | - |
| Stage 2 | 324 | 305 | - | 330 | 295 | - | - | - | - | - | - | - |






















| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|------|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 26.8 | | 24.7 | | 1.6 | | | 1.5 | | |
| HCM LOS | D | | C | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 539 | - | - | 140 | 433 | 145 | 394 | 561 | - | - |
| HCM Lane V/C Ratio | 0.176 | - | - | 0.414 | 0.267 | 0.327 | 0.294 | 0.169 | - | - |
| HCM Control Delay (s) | 13.1 | - | - | 47.7 | 16.3 | 41.4 | 17.9 | 12.7 | - | - |
| HCM Lane LOS | B | - | - | E | C | E | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 1.8 | 1.1 | 1.3 | 1.2 | 0.6 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  | |
| Traffic Volume (vph) | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1006 | 98 | 80 | 1155 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

Intersection

Int Delay, s/veh 2.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1006 | 98 | 80 | 1155 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 1166 | 0 | 0 | 1104 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 595 | - | - | 628 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 595 | - | - | 628 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|----|
| HCM Control Delay, s | 0.2 | 0.7 | 34.4 | 29 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 136 | 514 | 595 | - | - | 628 | - | - | 173 |
| HCM Lane V/C Ratio | 0.423 | 0.078 | 0.029 | - | - | 0.128 | - | - | 0.133 |
| HCM Control Delay (s) | 49.6 | 12.6 | 11.2 | - | - | 11.6 | - | - | 29 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.8 | 0.3 | 0.1 | - | - | 0.4 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | | ↷ | | | ↷ | |
| Traffic Volume (vph) | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1033 | 22 | 39 | 1094 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1033 | 22 | 39 | 1094 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1100 | 0 | 0 | 1055 | 0 | 0 | 1702 | 2255 | 517 | 1733 | 2271 | 547 |
| Stage 1 | - | - | - | - | - | - | 1077 | 1077 | - | 1172 | 1172 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 1178 | - | 561 | 1099 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 630 | - | - | 656 | - | - | 59 | 41 | 503 | 56 | 40 | 481 |
| Stage 1 | - | - | - | - | - | - | 234 | 293 | - | 204 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 263 | - | 480 | 287 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 630 | - | - | 656 | - | - | 54 | 37 | 503 | 49 | 36 | 481 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 153 | 131 | - | 139 | 127 | - |
| Stage 1 | - | - | - | - | - | - | 226 | 283 | - | 197 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 408 | 247 | - | 433 | 277 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 24.3 | | | 22.6 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 247 | 630 | - | - | 656 | - | - | 216 |
| HCM Lane V/C Ratio | 0.247 | 0.035 | - | - | 0.059 | - | - | 0.051 |
| HCM Control Delay (s) | 24.3 | 10.9 | - | - | 10.8 | - | - | 22.6 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0.1 | - | - | 0.2 | - | - | 0.2 |

























Appendix D

Total Traffic Operational Analysis

- 2024 Total Traffic
- 2039 Total Traffic

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Future Volume (vph) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 901 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.76 | 0.66 | 0.20 | 0.54 | 0.74 | 0.61 | 0.49 | 0.57 | 0.14 | 1.05 | 0.68 | |
| Control Delay | 35.7 | 32.0 | 26.8 | 22.2 | 35.4 | 24.8 | 18.6 | 27.3 | 21.4 | 86.5 | 30.3 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

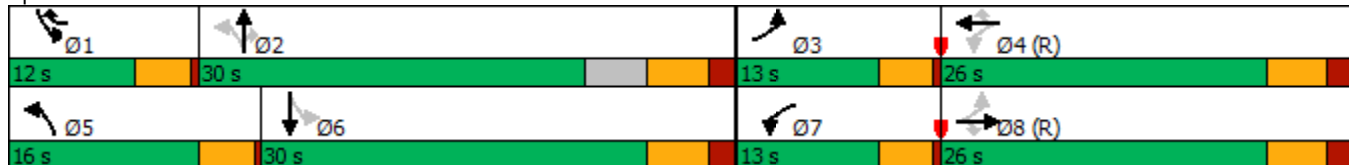


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.7 | 32.0 | 26.8 | 22.2 | 35.4 | 24.8 | 18.6 | 27.3 | 21.4 | 86.5 | 30.3 | |
| Queue Length 50th (ft) | 85 | 166 | 37 | 57 | 176 | 167 | 45 | 138 | 25 | ~135 | 154 | |
| Queue Length 95th (ft) | #214 | 230 | 77 | 105 | #240 | 266 | 77 | 182 | 52 | #300 | 197 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 330 | 971 | 438 | 336 | 903 | 659 | 353 | 1173 | 528 | 346 | 1403 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.66 | 0.20 | 0.53 | 0.74 | 0.61 | 0.43 | 0.51 | 0.12 | 1.05 | 0.64 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Future Volume (veh/h) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 682 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 363 | 1233 | 554 | 389 | 1178 | 679 | 287 | 850 | 382 | 318 | 952 | 301 |
| Arrive On Green | 0.11 | 0.35 | 0.35 | 0.09 | 0.33 | 0.33 | 0.09 | 0.24 | 0.24 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3811 | 1205 |
| Grp Volume(v), veh/h | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 603 | 298 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1639 |
| Q Serve(g_s), s | 7.9 | 12.3 | 3.2 | 5.5 | 13.2 | 16.4 | 5.3 | 13.1 | 2.8 | 8.0 | 13.9 | 14.2 |
| Cycle Q Clear(g_c), s | 7.9 | 12.3 | 3.2 | 5.5 | 13.2 | 16.4 | 5.3 | 13.1 | 2.8 | 8.0 | 13.9 | 14.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 363 | 1233 | 554 | 389 | 1178 | 679 | 287 | 850 | 382 | 318 | 843 | 409 |
| V/C Ratio(X) | 0.69 | 0.52 | 0.16 | 0.46 | 0.57 | 0.59 | 0.53 | 0.70 | 0.17 | 1.15 | 0.72 | 0.73 |
| Avail Cap(c_a), veh/h | 363 | 1233 | 554 | 421 | 1178 | 679 | 385 | 1012 | 455 | 318 | 969 | 470 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.5 | 21.8 | 18.9 | 16.7 | 23.2 | 18.6 | 22.5 | 29.4 | 25.5 | 28.9 | 29.1 | 29.2 |
| Incr Delay (d2), s/veh | 5.4 | 1.6 | 0.6 | 0.8 | 2.0 | 3.7 | 1.5 | 2.7 | 0.4 | 96.3 | 3.1 | 6.7 |
| 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(50%),veh/ln | 3.3 | 4.9 | 1.2 | 2.1 | 5.3 | 6.0 | 2.1 | 5.4 | 1.0 | 11.0 | 5.6 | 5.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.9 | 23.4 | 19.5 | 17.5 | 25.2 | 22.3 | 24.0 | 32.1 | 26.0 | 125.2 | 32.2 | 36.0 |
| LnGrp LOS | C | C | B | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 978 | | | 1244 | | | 810 | | | 1266 | |
| Approach Delay, s/veh | | 22.9 | | | 23.2 | | | 30.1 | | | 59.9 | |
| Approach LOS | | C | | | C | | | C | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 26.1 | 13.0 | 33.9 | 11.3 | 26.8 | 11.4 | 35.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 15.1 | 9.9 | 18.4 | 7.3 | 16.2 | 7.5 | 14.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 1.2 | 0.1 | 5.1 | 0.1 | 2.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 35.2 |
| HCM 6th LOS | D |

Notes























User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 718 | 0 | 109 | 897 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 696 | 22 | 109 | 864 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1535 | 1969 | 449 | 1428 | 1974 | 359 | 897 | 0 | 0 | 718 | 0 | 0 |
| Stage 1 | 1099 | 1099 | - | 859 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 436 | 870 | - | 569 | 1115 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 237 | 109 | *758 | *282 | 108 | 544 | 820 | - | - | 534 | - | - |
| Stage 1 | 431 | 502 | - | *249 | 371 | - | - | - | - | - | - | - |
| Stage 2 | 520 | 367 | - | *778 | 493 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| Mov Cap-1 Maneuver | 153 | 79 | *758 | *176 | 78 | 544 | 820 | - | - | 534 | - | - |
| Mov Cap-2 Maneuver | 217 | 163 | - | *199 | 184 | - | - | - | - | - | - | - |
| Stage 1 | 391 | 400 | - | *226 | 336 | - | - | - | - | - | - | - |
| Stage 2 | 393 | 333 | - | *503 | 392 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 17 | 20.2 | 0.9 | 1.5 |
| HCM LOS | C | C | | |























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 820 | - | - | 217 | 587 | 199 | 437 | 534 | - | - |
| HCM Lane V/C Ratio | 0.093 | - | - | 0.25 | 0.231 | 0.246 | 0.199 | 0.204 | - | - |
| HCM Control Delay (s) | 9.8 | - | - | 27 | 13 | 28.9 | 15.3 | 13.5 | - | - |
| HCM Lane LOS | A | - | - | D | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1 | 0.9 | 0.9 | 0.7 | 0.8 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1043 | 98 | 43 | 1505 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↗ | ↘ | | ↔ | |
| Traffic Vol, veh/h | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1043 | 98 | 43 | 1505 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1516 | 0 | 0 | 1141 | 0 | 0 | 1916 | 2677 | 522 | 2145 | 2764 | 753 |
| Stage 1 | - | - | - | - | - | - | 1075 | 1075 | - | 1591 | 1591 | - |
| Stage 2 | - | - | - | - | - | - | 841 | 1602 | - | 554 | 1173 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 437 | - | - | 936 | - | - | 73 | 18 | *705 | *40 | 15 | 352 |
| Stage 1 | - | - | - | - | - | - | 630 | 560 | - | *112 | 166 | - |
| Stage 2 | - | - | - | - | - | - | 326 | 163 | - | *664 | 482 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 437 | - | - | 936 | - | - | 64 | 17 | *705 | *35 | 14 | 352 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 197 | 106 | - | *90 | 110 | - |
| Stage 1 | - | - | - | - | - | - | 606 | 539 | - | *108 | 158 | - |
| Stage 2 | - | - | - | - | - | - | 291 | 156 | - | *605 | 464 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 18 | | | 32 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 197 | 705 | 437 | - | - | 936 | - | - | 155 |
| HCM Lane V/C Ratio | 0.166 | 0.054 | 0.037 | - | - | 0.046 | - | - | 0.14 |
| HCM Control Delay (s) | 26.9 | 10.4 | 13.6 | - | - | 9 | - | - | 32 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.6 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1087 | 33 | 43 | 1446 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1087 | 33 | 43 | 1446 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1451 | 0 | 0 | 1120 | 0 | 0 | 1982 | 2710 | 544 | 2162 | 2738 | 723 |
| Stage 1 | - | - | - | - | - | - | 1173 | 1173 | - | 1532 | 1532 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 1537 | - | 630 | 1206 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 463 | - | - | *999 | - | - | 67 | 17 | *668 | *41 | 15 | 369 |
| Stage 1 | - | - | - | - | - | - | 601 | 532 | - | *122 | 177 | - |
| Stage 2 | - | - | - | - | - | - | 340 | 176 | - | *630 | 505 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 463 | - | - | *999 | - | - | 60 | 14 | *668 | *35 | 13 | 369 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 192 | 95 | - | *92 | 114 | - |
| Stage 1 | - | - | - | - | - | - | 545 | 483 | - | *111 | 169 | - |
| Stage 2 | - | - | - | - | - | - | 321 | 168 | - | *539 | 458 | - |

























| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.3 | | | 18.6 | | | 31.4 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 329 | 463 | - | - | * 999 | - | - | 147 |
| HCM Lane V/C Ratio | 0.198 | 0.094 | - | - | 0.044 | - | - | 0.074 |
| HCM Control Delay (s) | 18.6 | 13.6 | - | - | 8.8 | - | - | 31.4 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0.1 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Future Volume (vph) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 755 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.73 | 0.71 | 0.26 | 0.57 | 0.49 | 0.48 | 0.53 | 0.55 | 0.18 | 0.73 | 0.56 | |
| Control Delay | 28.7 | 30.6 | 24.8 | 21.9 | 26.2 | 18.3 | 19.2 | 25.8 | 22.5 | 28.0 | 25.1 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

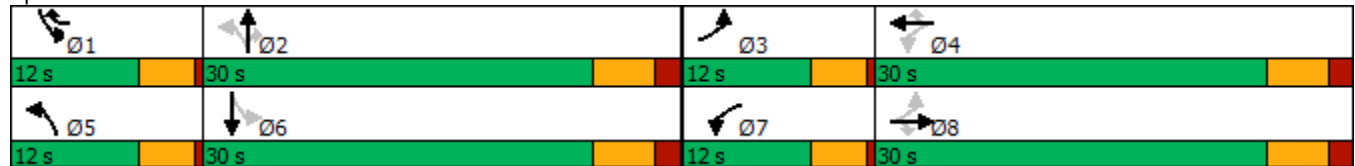


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.7 | 30.6 | 24.8 | 21.9 | 26.2 | 18.3 | 19.2 | 25.8 | 22.5 | 28.0 | 25.1 | |
| Queue Length 50th (ft) | 94 | 140 | 39 | 53 | 89 | 106 | 47 | 108 | 27 | 78 | 107 | |
| Queue Length 95th (ft) | #174 | 202 | 81 | 98 | 135 | 183 | 98 | 173 | 65 | #183 | 160 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 406 | 1173 | 528 | 323 | 1173 | 679 | 349 | 1168 | 526 | 387 | 1595 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.73 | 0.53 | 0.20 | 0.56 | 0.36 | 0.48 | 0.52 | 0.46 | 0.15 | 0.73 | 0.47 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 74.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Future Volume (veh/h) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 505 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 410 | 890 | 400 | 355 | 834 | 563 | 371 | 860 | 386 | 403 | 879 | 409 |
| Arrive On Green | 0.12 | 0.25 | 0.25 | 0.10 | 0.24 | 0.24 | 0.10 | 0.24 | 0.24 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 505 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 8.0 | 10.8 | 3.5 | 5.1 | 7.0 | 11.2 | 5.1 | 9.2 | 2.6 | 8.0 | 8.8 | 9.4 |
| Cycle Q Clear(g_c), s | 8.0 | 10.8 | 3.5 | 5.1 | 7.0 | 11.2 | 5.1 | 9.2 | 2.6 | 8.0 | 8.8 | 9.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 410 | 890 | 400 | 355 | 834 | 563 | 371 | 860 | 386 | 403 | 879 | 409 |
| V/C Ratio(X) | 0.72 | 0.70 | 0.26 | 0.51 | 0.51 | 0.57 | 0.49 | 0.62 | 0.20 | 0.70 | 0.57 | 0.61 |
| Avail Cap(c_a), veh/h | 410 | 1279 | 575 | 383 | 1279 | 762 | 401 | 1273 | 572 | 403 | 1220 | 568 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.3 | 22.9 | 20.2 | 17.4 | 22.4 | 17.6 | 16.8 | 22.8 | 20.3 | 17.5 | 21.7 | 22.0 |
| Incr Delay (d2), s/veh | 6.2 | 1.0 | 0.3 | 1.1 | 0.5 | 0.9 | 1.0 | 1.6 | 0.5 | 5.2 | 1.3 | 3.1 |
| 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(50%),veh/ln | 3.8 | 4.1 | 1.2 | 1.9 | 2.6 | 3.6 | 1.9 | 3.5 | 0.9 | 3.4 | 3.2 | 3.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.5 | 23.9 | 20.5 | 18.5 | 22.8 | 18.6 | 17.8 | 24.4 | 20.9 | 22.7 | 23.0 | 25.1 |
| LnGrp LOS | C | C | C | B | C | B | B | C | C | C | C | C |
| Approach Vol, veh/h | | 1020 | | | 927 | | | 796 | | | 1036 | |
| Approach Delay, s/veh | | 23.7 | | | 20.5 | | | 22.5 | | | 23.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 22.1 | 12.0 | 21.5 | 10.9 | 23.2 | 10.9 | 22.6 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 11.2 | 10.0 | 13.2 | 7.1 | 11.4 | 7.1 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.0 | 0.0 | 2.8 | 0.0 | 6.1 | 0.0 | 3.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 22.6 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 684 | 0 | 95 | 731 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 5.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 658 | 26 | 95 | 663 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1348 | 1761 | 366 | 1322 | 1782 | 342 | 731 | 0 | 0 | 684 | 0 | 0 |
| Stage 1 | 887 | 887 | - | 861 | 861 | - | - | - | - | - | - | - |
| Stage 2 | 461 | 874 | - | 461 | 921 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 159 | 84 | 539 | 165 | 81 | 558 | 527 | - | - | 554 | - | - |
| Stage 1 | 238 | 360 | - | 248 | 371 | - | - | - | - | - | - | - |
| Stage 2 | 503 | 365 | - | 503 | 347 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 90 | 57 | 539 | 94 | 55 | 558 | 527 | - | - | 554 | - | - |
| Mov Cap-2 Maneuver | 136 | 135 | - | 141 | 131 | - | - | - | - | - | - | - |
| Stage 1 | 195 | 298 | - | 203 | 304 | - | - | - | - | - | - | - |
| Stage 2 | 321 | 299 | - | 324 | 288 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|----------------------|------|--|------|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 27.7 | | 25.4 | | 1.6 | | | 1.5 | | |
| HCM LOS | D | | D | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 527 | - | - | 136 | 424 | 141 | 386 | 554 | - | - |
| HCM Lane V/C Ratio | 0.18 | - | - | 0.426 | 0.273 | 0.336 | 0.3 | 0.171 | - | - |
| HCM Control Delay (s) | 13.3 | - | - | 49.8 | 16.7 | 42.9 | 18.3 | 12.8 | - | - |
| HCM Lane LOS | B | - | - | E | C | E | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 1.9 | 1.1 | 1.4 | 1.2 | 0.6 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1017 | 98 | 80 | 1172 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1017 | 98 | 80 | 1172 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1183 | 0 | 0 | 1115 | 0 | 0 | 1800 | 2394 | 509 | 1878 | 2481 | 586 |
| Stage 1 | - | - | - | - | - | - | 1051 | 1051 | - | 1332 | 1332 | - |
| Stage 2 | - | - | - | - | - | - | 749 | 1343 | - | 546 | 1149 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 586 | - | - | 622 | - | - | ~ 50 | 33 | 509 | 44 | 29 | 454 |
| Stage 1 | - | - | - | - | - | - | 243 | 302 | - | 163 | 222 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 219 | - | 490 | 271 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 586 | - | - | 622 | - | - | ~ 41 | 28 | 509 | 34 | 25 | 454 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 137 | 111 | - | 112 | 97 | - |
| Stage 1 | - | - | - | - | - | - | 236 | 293 | - | 158 | 193 | - |
| Stage 2 | - | - | - | - | - | - | 305 | 191 | - | 430 | 263 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.7 | | | 35.1 | | | 29.6 | | |
| HCM LOS | | | | | | | E | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 134 | 509 | 586 | - | - | 622 | - | - | 169 |
| HCM Lane V/C Ratio | 0.429 | 0.079 | 0.029 | - | - | 0.129 | - | - | 0.136 |
| HCM Control Delay (s) | 50.7 | 12.7 | 11.3 | - | - | 11.6 | - | - | 29.6 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.9 | 0.3 | 0.1 | - | - | 0.4 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1044 | 22 | 39 | 1111 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1044 | 22 | 39 | 1111 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

























| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1117 | 0 | 0 | 1066 | 0 | 0 | 1722 | 2283 | 522 | 1755 | 2299 | 556 |
| Stage 1 | - | - | - | - | - | - | 1088 | 1088 | - | 1189 | 1189 | - |
| Stage 2 | - | - | - | - | - | - | 634 | 1195 | - | 566 | 1110 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 621 | - | - | 649 | - | - | 57 | 39 | 499 | 54 | 38 | 475 |
| Stage 1 | - | - | - | - | - | - | 230 | 290 | - | 199 | 260 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 258 | - | 476 | 283 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 621 | - | - | 649 | - | - | 52 | 35 | 499 | 47 | 34 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 150 | 128 | - | 136 | 125 | - |
| Stage 1 | - | - | - | - | - | - | 222 | 280 | - | 192 | 244 | - |
| Stage 2 | - | - | - | - | - | - | 403 | 243 | - | 428 | 273 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|----|
| HCM Control Delay, s | 0.2 | 0.4 | 24.7 | 23 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 243 | 621 | - | - | 649 | - | - | 211 |
| HCM Lane V/C Ratio | 0.251 | 0.036 | - | - | 0.06 | - | - | 0.053 |
| HCM Control Delay (s) | 24.7 | 11 | - | - | 10.9 | - | - | 23 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 1 | 0.1 | - | - | 0.2 | - | - | 0.2 |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Future Volume (vph) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 927 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 13.0 | 26.0 | 26.0 | 13.0 | 26.0 | 12.0 | 16.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 15.3% | 30.6% | 30.6% | 15.3% | 30.6% | 14.1% | 18.8% | 35.3% | 35.3% | 14.1% | 35.3% | |
| Maximum Green (s) | 9.0 | 20.5 | 20.5 | 9.0 | 20.5 | 8.0 | 12.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.83 | 0.77 | 0.23 | 0.69 | 0.83 | 0.63 | 0.55 | 0.59 | 0.15 | 1.11 | 0.69 | |
| Control Delay | 44.6 | 36.2 | 27.5 | 30.6 | 40.1 | 25.5 | 19.7 | 27.2 | 21.3 | 103.2 | 30.3 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

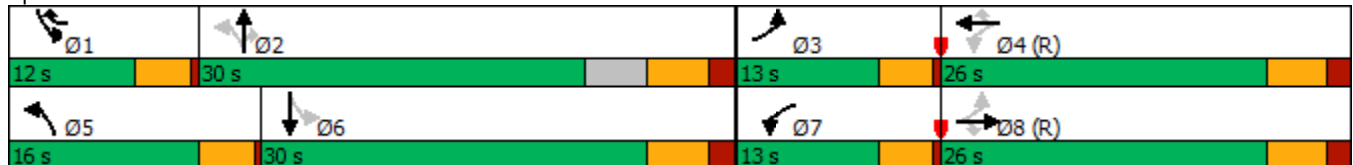


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|-------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.6 | 36.2 | 27.5 | 30.6 | 40.1 | 25.5 | 19.7 | 27.2 | 21.3 | 103.2 | 30.3 | |
| Queue Length 50th (ft) | 91 | 192 | 42 | 69 | 198 | 171 | 50 | 143 | 27 | ~140 | 156 | |
| Queue Length 95th (ft) | #235 | #284 | 84 | #139 | #295 | 272 | 86 | 194 | 58 | #322 | 204 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 306 | 933 | 421 | 298 | 887 | 651 | 350 | 1173 | 528 | 339 | 1405 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.83 | 0.77 | 0.23 | 0.68 | 0.83 | 0.63 | 0.49 | 0.54 | 0.14 | 1.11 | 0.66 | |

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 8 (9%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Future Volume (veh/h) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 708 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 340 | 1153 | 518 | 364 | 1136 | 660 | 300 | 893 | 401 | 318 | 974 | 297 |
| Arrive On Green | 0.11 | 0.33 | 0.33 | 0.10 | 0.32 | 0.32 | 0.09 | 0.25 | 0.25 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3847 | 1174 |
| Grp Volume(v), veh/h | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 620 | 307 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1644 |
| Q Serve(g_s), s | 8.3 | 14.6 | 3.7 | 6.4 | 15.2 | 17.1 | 6.0 | 13.8 | 3.1 | 8.0 | 14.3 | 14.6 |
| Cycle Q Clear(g_c), s | 8.3 | 14.6 | 3.7 | 6.4 | 15.2 | 17.1 | 6.0 | 13.8 | 3.1 | 8.0 | 14.3 | 14.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.71 |
| Lane Grp Cap(c), veh/h | 340 | 1153 | 518 | 364 | 1136 | 660 | 300 | 893 | 401 | 318 | 855 | 416 |
| V/C Ratio(X) | 0.75 | 0.62 | 0.19 | 0.56 | 0.65 | 0.62 | 0.57 | 0.71 | 0.18 | 1.18 | 0.73 | 0.74 |
| Avail Cap(c_a), veh/h | 340 | 1153 | 518 | 377 | 1136 | 660 | 383 | 1012 | 455 | 318 | 969 | 472 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 24.0 | 20.4 | 17.8 | 24.7 | 19.5 | 21.8 | 28.9 | 24.9 | 28.3 | 29.0 | 29.1 |
| Incr Delay (d2), s/veh | 8.9 | 2.5 | 0.8 | 1.7 | 2.8 | 4.3 | 1.7 | 2.8 | 0.5 | 108.5 | 3.3 | 7.1 |
| 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(50%),veh/ln | 3.8 | 5.9 | 1.4 | 2.5 | 6.2 | 6.4 | 2.4 | 5.7 | 1.1 | 12.0 | 5.7 | 6.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.9 | 26.5 | 21.2 | 19.5 | 27.5 | 23.8 | 23.5 | 31.7 | 25.3 | 136.8 | 32.3 | 36.2 |
| LnGrp LOS | C | C | C | B | C | C | C | C | C | F | C | D |
| Approach Vol, veh/h | | 1066 | | | 1344 | | | 876 | | | 1302 | |
| Approach Delay, s/veh | | 26.4 | | | 25.2 | | | 29.5 | | | 63.4 | |
| Approach LOS | | C | | | C | | | C | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 27.1 | 13.0 | 32.9 | 12.0 | 27.1 | 12.4 | 33.5 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 9.0 | * 21 | 12.0 | * 24 | 9.0 | * 21 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 15.8 | 10.3 | 19.1 | 8.0 | 16.6 | 8.4 | 16.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 0.8 | 0.2 | 5.0 | 0.0 | 1.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 37.1 |
| HCM 6th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 794 | 0 | 109 | 968 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 772 | 22 | 109 | 935 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1636 | 2116 | 484 | 1533 | 2121 | 397 | 968 | 0 | 0 | 794 | 0 | 0 |
| Stage 1 | 1170 | 1170 | - | 935 | 935 | - | - | - | - | - | - | - |
| Stage 2 | 466 | 946 | - | 598 | 1186 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 235 | 97 | *728 | *279 | 95 | 515 | 868 | - | - | 492 | - | - |
| Stage 1 | 470 | 525 | - | *221 | 342 | - | - | - | - | - | - | - |
| Stage 2 | 499 | 338 | - | *747 | 514 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| Mov Cap-1 Maneuver | 148 | 69 | *728 | *170 | 68 | 515 | 868 | - | - | 492 | - | - |
| Mov Cap-2 Maneuver | 211 | 149 | - | *181 | 176 | - | - | - | - | - | - | - |
| Stage 1 | 429 | 408 | - | *202 | 312 | - | - | - | - | - | - | - |
| Stage 2 | 375 | 308 | - | *469 | 400 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 17.7 | 21.8 | 0.8 | 1.5 |
| HCM LOS | C | C | | |

























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 868 | - | - | 211 | 555 | 181 | 415 | 492 | - | - |
| HCM Lane V/C Ratio | 0.088 | - | - | 0.258 | 0.245 | 0.27 | 0.21 | 0.221 | - | - |
| HCM Control Delay (s) | 9.5 | - | - | 27.9 | 13.6 | 32.1 | 16 | 14.4 | - | - |
| HCM Lane LOS | A | - | - | D | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1 | 1 | 1 | 0.8 | 0.8 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1147 | 98 | 43 | 1614 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1147 | 98 | 43 | 1614 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1625 | 0 | 0 | 1245 | 0 | 0 | 2075 | 2890 | 574 | 2306 | 2977 | 807 |
| Stage 1 | - | - | - | - | - | - | 1179 | 1179 | - | 1700 | 1700 | - |
| Stage 2 | - | - | - | - | - | - | 896 | 1711 | - | 606 | 1277 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 396 | - | - | *944 | - | - | *57 | *10 | *631 | *29 | 8 | 324 |
| Stage 1 | - | - | - | - | - | - | *595 | *521 | - | *96 | 146 | - |
| Stage 2 | - | - | - | - | - | - | *301 | *144 | - | *595 | 501 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 396 | - | - | *944 | - | - | *50 | *10 | *631 | *25 | 7 | 324 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *178 | *92 | - | *76 | 99 | - |
| Stage 1 | - | - | - | - | - | - | *571 | *501 | - | *92 | 139 | - |
| Stage 2 | - | - | - | - | - | - | *267 | *137 | - | *536 | 480 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 19.7 | | | 36.4 | | |
| HCM LOS | | | | | | | C | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 178 | 631 | 396 | - | - | *944 | - | - | 136 |
| HCM Lane V/C Ratio | 0.183 | 0.06 | 0.041 | - | - | 0.046 | - | - | 0.16 |
| HCM Control Delay (s) | 29.7 | 11.1 | 14.5 | - | - | 9 | - | - | 36.4 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | 0.7 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.6 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1190 | 33 | 43 | 1554 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1190 | 33 | 43 | 1554 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1559 | 0 | 0 | 1223 | 0 | 0 | 2139 | 2921 | 595 | 2321 | 2949 | 777 |
| Stage 1 | - | - | - | - | - | - | 1276 | 1276 | - | 1640 | 1640 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 1645 | - | 681 | 1309 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 420 | - | - | *944 | - | - | 47 | 9 | *631 | *27 | 9 | 340 |
| Stage 1 | - | - | - | - | - | - | 564 | 501 | - | *104 | 157 | - |
| Stage 2 | - | - | - | - | - | - | 316 | 156 | - | *595 | 474 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 420 | - | - | *944 | - | - | 41 | 8 | *631 | *23 | 7 | 340 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 171 | 81 | - | *76 | 101 | - |
| Stage 1 | - | - | - | - | - | - | 506 | 450 | - | *93 | 150 | - |
| Stage 2 | - | - | - | - | - | - | 297 | 149 | - | *502 | 425 | - |






























| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 20.4 | | | 36.8 | | |
| HCM LOS | | | | | | | C | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 298 | 420 | - | - | * 944 | - | - | 124 |
| HCM Lane V/C Ratio | 0.219 | 0.104 | - | - | 0.046 | - | - | 0.088 |
| HCM Control Delay (s) | 20.4 | 14.6 | - | - | 9 | - | - | 36.8 |
| HCM Lane LOS | C | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | 0.8 | 0.3 | - | - | 0.1 | - | - | 0.3 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|---|--|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |   |  |  |    |  |
| Traffic Volume (vph) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Future Volume (vph) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 563 | 87 | 286 | 776 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | 12.0 | 12.0 | 30.0 | 30.0 | 12.0 | 30.0 | |
| Total Split (%) | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | 14.3% | 14.3% | 35.7% | 35.7% | 14.3% | 35.7% | |
| Maximum Green (s) | 8.0 | 24.5 | 24.5 | 8.0 | 24.5 | 8.0 | 8.0 | 24.4 | 24.4 | 8.0 | 24.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.77 | 0.76 | 0.28 | 0.68 | 0.52 | 0.48 | 0.61 | 0.58 | 0.20 | 0.78 | 0.58 | |
| Control Delay | 32.3 | 32.2 | 25.0 | 27.8 | 26.6 | 18.4 | 22.4 | 26.6 | 23.1 | 32.3 | 25.8 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

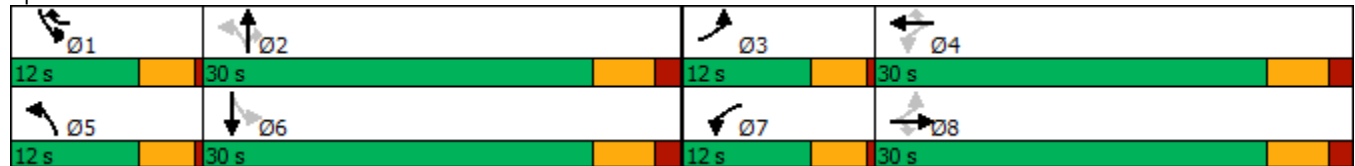


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.3 | 32.2 | 25.0 | 27.8 | 26.6 | 18.4 | 22.4 | 26.6 | 23.1 | 32.3 | 25.8 | |
| Queue Length 50th (ft) | 97 | 158 | 44 | 61 | 101 | 110 | 56 | 119 | 31 | 83 | 114 | |
| Queue Length 95th (ft) | #193 | 223 | 87 | #116 | 148 | 187 | 109 | 182 | 70 | #198 | 165 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 390 | 1150 | 518 | 302 | 1150 | 688 | 338 | 1145 | 516 | 369 | 1566 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.77 | 0.59 | 0.22 | 0.67 | 0.40 | 0.48 | 0.60 | 0.49 | 0.17 | 0.78 | 0.50 | |

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 75.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Future Volume (veh/h) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 562 | 87 | 286 | 526 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 395 | 890 | 400 | 347 | 876 | 574 | 375 | 891 | 401 | 389 | 873 | 401 |
| Arrive On Green | 0.11 | 0.25 | 0.25 | 0.11 | 0.25 | 0.25 | 0.11 | 0.25 | 0.25 | 0.11 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3393 | 1559 |
| Grp Volume(v), veh/h | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 562 | 87 | 286 | 523 | 253 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1575 |
| Q Serve(g_s), s | 8.0 | 12.5 | 4.0 | 5.9 | 8.0 | 11.8 | 5.8 | 10.0 | 3.1 | 8.0 | 9.6 | 10.0 |
| Cycle Q Clear(g_c), s | 8.0 | 12.5 | 4.0 | 5.9 | 8.0 | 11.8 | 5.8 | 10.0 | 3.1 | 8.0 | 9.6 | 10.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 395 | 890 | 400 | 347 | 876 | 574 | 375 | 891 | 401 | 389 | 869 | 405 |
| V/C Ratio(X) | 0.77 | 0.76 | 0.28 | 0.58 | 0.53 | 0.57 | 0.54 | 0.63 | 0.22 | 0.73 | 0.60 | 0.62 |
| Avail Cap(c_a), veh/h | 395 | 1228 | 552 | 354 | 1228 | 732 | 383 | 1223 | 550 | 389 | 1171 | 546 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.5 | 24.3 | 21.2 | 17.9 | 22.9 | 18.1 | 17.1 | 23.4 | 20.8 | 18.7 | 23.0 | 23.1 |
| Incr Delay (d2), s/veh | 8.7 | 1.9 | 0.4 | 2.4 | 0.5 | 0.9 | 1.5 | 1.6 | 0.6 | 7.0 | 1.4 | 3.3 |
| 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(50%),veh/ln | 4.2 | 4.9 | 1.4 | 2.3 | 3.0 | 3.8 | 2.2 | 3.9 | 1.1 | 3.8 | 3.6 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.2 | 26.2 | 21.6 | 20.3 | 23.4 | 19.0 | 18.6 | 24.9 | 21.4 | 25.7 | 24.4 | 26.5 |
| LnGrp LOS | C | C | C | C | C | B | B | C | C | C | C | C |
| Approach Vol, veh/h | | 1092 | | | 996 | | | 852 | | | 1062 | |
| Approach Delay, s/veh | | 26.3 | | | 21.3 | | | 23.1 | | | 25.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 23.4 | 12.0 | 23.0 | 11.7 | 23.7 | 11.7 | 23.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 8.0 | * 24 | 8.0 | * 25 | 8.0 | * 24 | 8.0 | * 25 | | | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 12.0 | 10.0 | 13.8 | 7.8 | 12.0 | 7.9 | 14.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.0 | 0.0 | 3.0 | 0.0 | 6.1 | 0.0 | 3.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.1 |
| HCM 6th LOS | C |

Notes























User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 747 | 0 | 95 | 789 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 6.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 721 | 26 | 95 | 721 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 1431 | 1882 | 395 | 1408 | 1903 | 374 | 789 | 0 | 0 | 747 | 0 | 0 |
| Stage 1 | 945 | 945 | - | 924 | 924 | - | - | - | - | - | - | - |
| Stage 2 | 486 | 937 | - | 484 | 979 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 142 | 70 | 516 | 146 | 68 | 532 | 494 | - | - | 518 | - | - |
| Stage 1 | 217 | 339 | - | 225 | 346 | - | - | - | - | - | - | - |
| Stage 2 | 486 | 342 | - | 487 | 326 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 77 | 46 | 516 | 80 | 45 | 532 | 494 | - | - | 518 | - | - |
| Mov Cap-2 Maneuver | 121 | 120 | - | 125 | 116 | - | - | - | - | - | - | - |
| Stage 1 | 175 | 277 | - | 182 | 280 | - | - | - | - | - | - | - |
| Stage 2 | 301 | 276 | - | 305 | 266 | - | - | - | - | - | - | - |























| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 31.7 | | 28.8 | | 1.6 | | 1.4 | |
| HCM LOS | D | | D | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 494 | - | - | 121 | 397 | 125 | 357 | 518 | - | - |
| HCM Lane V/C Ratio | 0.192 | - | - | 0.478 | 0.292 | 0.379 | 0.324 | 0.183 | - | - |
| HCM Control Delay (s) | 14 | - | - | 59.4 | 17.8 | 50.4 | 19.9 | 13.5 | - | - |
| HCM Lane LOS | B | - | - | F | C | F | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 2.2 | 1.2 | 1.6 | 1.4 | 0.7 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1103 | 98 | 80 | 1253 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1103 | 98 | 80 | 1253 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1264 | 0 | 0 | 1201 | 0 | 0 | 1927 | 2561 | 552 | 2002 | 2648 | 627 |
| Stage 1 | - | - | - | - | - | - | 1137 | 1137 | - | 1413 | 1413 | - |
| Stage 2 | - | - | - | - | - | - | 790 | 1424 | - | 589 | 1235 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 546 | - | - | 577 | - | - | ~ 40 | 26 | 477 | 35 | 23 | 426 |
| Stage 1 | - | - | - | - | - | - | 215 | 275 | - | 145 | 202 | - |
| Stage 2 | - | - | - | - | - | - | 350 | 200 | - | 461 | 247 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 546 | - | - | 577 | - | - | ~ 32 | 22 | 477 | 27 | 19 | 426 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 121 | 99 | - | 100 | 84 | - |
| Stage 1 | - | - | - | - | - | - | 208 | 266 | - | 141 | 174 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 172 | - | 400 | 239 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.7 | | | 41.6 | | | 33.3 | | |
| HCM LOS | | | | | | | E | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 118 | 477 | 546 | - | - | 577 | - | - | 150 |
| HCM Lane V/C Ratio | 0.487 | 0.084 | 0.032 | - | - | 0.139 | - | - | 0.153 |
| HCM Control Delay (s) | 61.5 | 13.2 | 11.8 | - | - | 12.2 | - | - | 33.3 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 2.2 | 0.3 | 0.1 | - | - | 0.5 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1128 | 22 | 39 | 1189 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1128 | 22 | 39 | 1189 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1195 | 0 | 0 | 1150 | 0 | 0 | 1845 | 2445 | 564 | 1875 | 2461 | 595 |
| Stage 1 | - | - | - | - | - | - | 1172 | 1172 | - | 1267 | 1267 | - |
| Stage 2 | - | - | - | - | - | - | 673 | 1273 | - | 608 | 1194 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 580 | - | - | 603 | - | - | 46 | 31 | 469 | 44 | 30 | 447 |
| Stage 1 | - | - | - | - | - | - | 204 | 264 | - | 179 | 238 | - |
| Stage 2 | - | - | - | - | - | - | 411 | 237 | - | 450 | 258 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 580 | - | - | 603 | - | - | 42 | 28 | 469 | 38 | 27 | 447 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 133 | 115 | - | 121 | 111 | - |
| Stage 1 | - | - | - | - | - | - | 196 | 254 | - | 172 | 223 | - |
| Stage 2 | - | - | - | - | - | - | 380 | 222 | - | 402 | 248 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 27.8 | | | 25.1 | | |
| HCM LOS | | | | | | | D | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 218 | 580 | - | - | 603 | - | - | 190 |
| HCM Lane V/C Ratio | 0.28 | 0.038 | - | - | 0.064 | - | - | 0.058 |
| HCM Control Delay (s) | 27.8 | 11.5 | - | - | 11.4 | - | - | 25.1 |
| HCM Lane LOS | D | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.1 | 0.1 | - | - | 0.2 | - | - | 0.2 |

























Appendix E

Background Traffic with Improvements Operational Analysis

- 2024 Background with Improvements
- 2039 Background with Improvements

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Future Volume (vph) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 854 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 11.0 | 25.4 | 25.4 | 10.0 | 24.4 | 14.0 | 10.0 | 20.6 | 20.6 | 14.0 | 24.6 | |
| Total Split (%) | 15.7% | 36.3% | 36.3% | 14.3% | 34.9% | 20.0% | 14.3% | 29.4% | 29.4% | 20.0% | 35.1% | |
| Maximum Green (s) | 7.0 | 19.9 | 19.9 | 6.0 | 18.9 | 10.0 | 6.0 | 15.0 | 15.0 | 10.0 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.82 | 0.55 | 0.15 | 0.39 | 0.69 | 0.48 | 0.47 | 0.73 | 0.15 | 0.86 | 0.59 | |
| Control Delay | 38.9 | 23.0 | 20.0 | 15.4 | 27.3 | 14.5 | 18.4 | 32.4 | 23.8 | 39.6 | 23.5 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

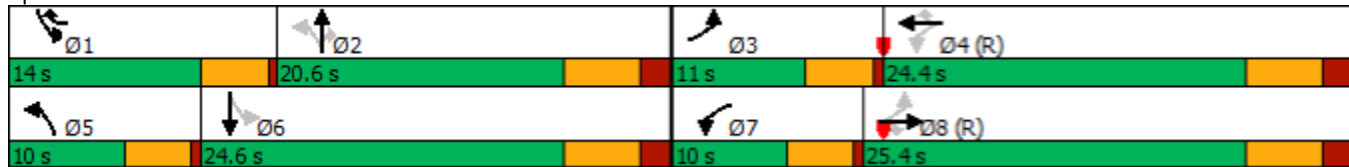


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 38.9 | 23.0 | 20.0 | 15.4 | 27.3 | 14.5 | 18.4 | 32.4 | 23.8 | 39.6 | 23.5 | |
| Queue Length 50th (ft) | 66 | 115 | 24 | 33 | 132 | 101 | 34 | 117 | 18 | 95 | 118 | |
| Queue Length 95th (ft) | #159 | 165 | 54 | 65 | 187 | 170 | 66 | 169 | 45 | #213 | 158 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 304 | 1087 | 490 | 346 | 947 | 777 | 290 | 752 | 339 | 385 | 1456 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.82 | 0.55 | 0.15 | 0.39 | 0.69 | 0.48 | 0.47 | 0.73 | 0.15 | 0.86 | 0.59 | |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Future Volume (veh/h) | 240 | 570 | 115 | 130 | 625 | 580 | 130 | 530 | 80 | 320 | 610 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 635 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 335 | 1016 | 457 | 354 | 952 | 654 | 325 | 755 | 340 | 411 | 1034 | 350 |
| Arrive On Green | 0.10 | 0.29 | 0.29 | 0.08 | 0.27 | 0.27 | 0.08 | 0.21 | 0.21 | 0.14 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3740 | 1265 |
| Grp Volume(v), veh/h | 250 | 594 | 74 | 135 | 651 | 375 | 135 | 552 | 52 | 333 | 572 | 282 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1628 |
| Q Serve(g_s), s | 7.0 | 10.2 | 2.5 | 3.8 | 11.6 | 12.7 | 4.1 | 10.2 | 1.9 | 10.0 | 10.3 | 10.6 |
| Cycle Q Clear(g_c), s | 7.0 | 10.2 | 2.5 | 3.8 | 11.6 | 12.7 | 4.1 | 10.2 | 1.9 | 10.0 | 10.3 | 10.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.78 |
| Lane Grp Cap(c), veh/h | 335 | 1016 | 457 | 354 | 952 | 654 | 325 | 755 | 340 | 411 | 934 | 450 |
| V/C Ratio(X) | 0.75 | 0.58 | 0.16 | 0.38 | 0.68 | 0.57 | 0.41 | 0.73 | 0.15 | 0.81 | 0.61 | 0.63 |
| Avail Cap(c_a), veh/h | 335 | 1016 | 457 | 365 | 952 | 654 | 335 | 755 | 340 | 411 | 934 | 450 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.5 | 21.2 | 18.5 | 16.7 | 22.9 | 15.8 | 19.2 | 25.6 | 22.3 | 17.9 | 22.1 | 22.2 |
| Incr Delay (d2), s/veh | 8.9 | 2.5 | 0.8 | 0.7 | 4.0 | 3.6 | 0.8 | 4.4 | 0.4 | 11.6 | 1.8 | 3.9 |
| 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(50%),veh/ln | 3.3 | 4.0 | 0.9 | 1.4 | 4.8 | 4.5 | 1.6 | 4.3 | 0.7 | 4.7 | 3.8 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 27.3 | 23.7 | 19.2 | 17.4 | 26.9 | 19.4 | 20.0 | 30.0 | 22.8 | 29.6 | 23.8 | 26.1 |
| LnGrp LOS | C | C | B | B | C | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 918 | | | 1161 | | | 739 | | | 1187 | |
| Approach Delay, s/veh | | 24.3 | | | 23.4 | | | 27.7 | | | 26.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.0 | 20.6 | 11.0 | 24.4 | 9.6 | 25.0 | 9.6 | 25.8 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 10.0 | * 15 | 7.0 | * 19 | 6.0 | * 19 | 6.0 | * 20 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.0 | 12.2 | 9.0 | 14.7 | 6.1 | 12.6 | 5.8 | 12.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.4 | 0.0 | 2.1 | 0.0 | 3.9 | 0.0 | 2.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.2 |
| HCM 6th LOS | C |

Notes






















User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 65 | 33 | 0 | 76 | 685 | 0 | 33 | 843 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 3.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Future Vol, veh/h | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 605 | 25 | 30 | 745 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 11 | 125 | 65 | 11 | 22 | 76 | 658 | 27 | 33 | 810 | 33 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1314 | 1730 | 422 | 1220 | 1733 | 343 | 843 | 0 | 0 | 685 | 0 | 0 |
| Stage 1 | 893 | 893 | - | 824 | 824 | - | - | - | - | - | - | - |
| Stage 2 | 421 | 837 | - | 396 | 909 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 333 | 160 | *761 | *386 | 159 | 557 | 866 | - | - | 554 | - | - |
| Stage 1 | 618 | 637 | - | *263 | 385 | - | - | - | - | - | - | - |
| Stage 2 | 531 | 380 | - | *781 | 625 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - |
| Mov Cap-1 Maneuver | 276 | 137 | *761 | *278 | 137 | 557 | 866 | - | - | 554 | - | - |
| Mov Cap-2 Maneuver | 339 | 242 | - | *213 | 249 | - | - | - | - | - | - | - |
| Stage 1 | 563 | 599 | - | *240 | 351 | - | - | - | - | - | - | - |
| Stage 2 | 451 | 347 | - | *603 | 588 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 13.6 | 24.5 | 1 | 0.4 |
| HCM LOS | B | C | | |























| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 866 | - | - | 339 | 650 | 213 | 394 | 554 | - | - |
| HCM Lane V/C Ratio | 0.088 | - | - | 0.16 | 0.209 | 0.306 | 0.083 | 0.059 | - | - |
| HCM Control Delay (s) | 9.6 | - | - | 17.6 | 12 | 29.2 | 15 | 11.9 | - | - |
| HCM Lane LOS | A | - | - | C | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.6 | 0.8 | 1.2 | 0.3 | 0.2 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 973 | 65 | 60 | 1424 | 11 | 0 | 11 | 54 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 895 | 60 | 55 | 1310 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 973 | 65 | 60 | 1424 | 11 | 11 | 0 | 54 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1435 | 0 | 0 | 1038 | 0 | 0 | 1840 | 2560 | 487 | 2063 | 2614 | 712 |
| Stage 1 | - | - | - | - | - | - | 1005 | 1005 | - | 1544 | 1544 | - |
| Stage 2 | - | - | - | - | - | - | 835 | 1555 | - | 519 | 1070 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 469 | - | - | 1050 | - | - | *87 | *24 | *713 | *49 | 21 | 375 |
| Stage 1 | - | - | - | - | - | - | *672 | *589 | - | *120 | 175 | - |
| Stage 2 | - | - | - | - | - | - | *328 | *172 | - | *672 | 552 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 469 | - | - | 1050 | - | - | *76 | *22 | *713 | *42 | 19 | 375 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *204 | *112 | - | *97 | 118 | - |
| Stage 1 | - | - | - | - | - | - | *649 | *569 | - | *116 | 165 | - |
| Stage 2 | - | - | - | - | - | - | *290 | *162 | - | *600 | 533 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 12.7 | | | 29.9 | | |
| HCM LOS | | | | | | | B | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 204 | 713 | 469 | - | - | 1050 | - | - | 166 |
| HCM Lane V/C Ratio | 0.053 | 0.076 | 0.035 | - | - | 0.057 | - | - | 0.131 |
| HCM Control Delay (s) | 23.6 | 10.5 | 13 | - | - | 8.6 | - | - | 29.9 |
| HCM Lane LOS | C | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.2 | 0.1 | - | - | 0.2 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1054 | 11 | 11 | 1397 | 5 | 0 | 22 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 970 | 10 | 10 | 1285 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1054 | 11 | 11 | 1397 | 5 | 11 | 0 | 11 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1402 | 0 | 0 | 1065 | 0 | 0 | 1861 | 2564 | 527 | 2032 | 2570 | 699 |
| Stage 1 | - | - | - | - | - | - | 1140 | 1140 | - | 1419 | 1419 | - |
| Stage 2 | - | - | - | - | - | - | 721 | 1424 | - | 613 | 1151 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 483 | - | - | *999 | - | - | *94 | *24 | *668 | *59 | 23 | 382 |
| Stage 1 | - | - | - | - | - | - | *630 | *552 | - | *144 | 201 | - |
| Stage 2 | - | - | - | - | - | - | *385 | *200 | - | *630 | 551 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 483 | - | - | *999 | - | - | *85 | *22 | *668 | *53 | 21 | 382 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *227 | *115 | - | *110 | 137 | - |
| Stage 1 | - | - | - | - | - | - | *574 | *503 | - | *131 | 199 | - |
| Stage 2 | - | - | - | - | - | - | *375 | *198 | - | *564 | 502 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.1 | | | 16.3 | | | 27.5 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 339 | 483 | - | - | * 999 | - | - | 171 |
| HCM Lane V/C Ratio | 0.064 | 0.09 | - | - | 0.011 | - | - | 0.064 |
| HCM Control Delay (s) | 16.3 | 13.2 | - | - | 8.6 | - | - | 27.5 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Future Volume (vph) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 714 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 18.0 | 18.0 | 10.0 | 18.0 | 10.0 | 10.0 | 22.0 | 22.0 | 10.0 | 22.0 | |
| Total Split (%) | 16.7% | 30.0% | 30.0% | 16.7% | 30.0% | 16.7% | 16.7% | 36.7% | 36.7% | 16.7% | 36.7% | |
| Maximum Green (s) | 6.0 | 12.5 | 12.5 | 6.0 | 12.5 | 6.0 | 6.0 | 16.4 | 16.4 | 6.0 | 16.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.78 | 0.65 | 0.25 | 0.37 | 0.55 | 0.45 | 0.45 | 0.51 | 0.13 | 0.62 | 0.49 | |
| Control Delay | 32.8 | 26.1 | 22.1 | 15.3 | 24.4 | 16.0 | 13.9 | 20.6 | 17.5 | 19.2 | 19.2 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

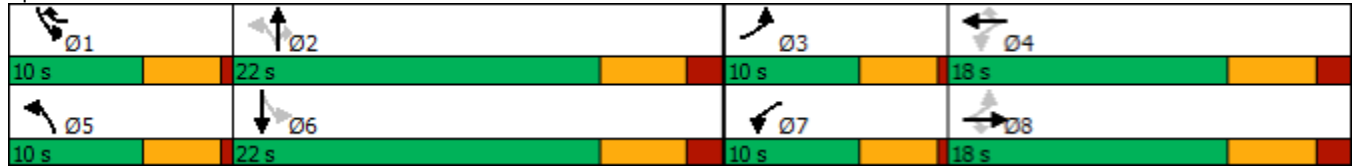


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.8 | 26.1 | 22.1 | 15.3 | 24.4 | 16.0 | 13.9 | 20.6 | 17.5 | 19.2 | 19.2 | |
| Queue Length 50th (ft) | 75 | 99 | 29 | 28 | 68 | 73 | 33 | 76 | 15 | 54 | 80 | |
| Queue Length 95th (ft) | #179 | #164 | 65 | 58 | 107 | 132 | 65 | 116 | 38 | #103 | 113 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 379 | 851 | 383 | 335 | 737 | 635 | 372 | 966 | 435 | 408 | 1456 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.78 | 0.65 | 0.25 | 0.37 | 0.54 | 0.45 | 0.45 | 0.50 | 0.13 | 0.63 | 0.49 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Future Volume (veh/h) | 285 | 530 | 145 | 120 | 385 | 445 | 160 | 460 | 85 | 245 | 445 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 464 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 385 | 777 | 349 | 341 | 728 | 491 | 386 | 910 | 409 | 429 | 895 | 417 |
| Arrive On Green | 0.10 | 0.22 | 0.22 | 0.09 | 0.21 | 0.21 | 0.10 | 0.26 | 0.26 | 0.10 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 552 | 94 | 125 | 401 | 287 | 167 | 479 | 55 | 255 | 464 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 6.0 | 8.4 | 2.9 | 3.1 | 5.9 | 8.9 | 3.9 | 6.8 | 1.5 | 6.0 | 6.8 | 8.1 |
| Cycle Q Clear(g_c), s | 6.0 | 8.4 | 2.9 | 3.1 | 5.9 | 8.9 | 3.9 | 6.8 | 1.5 | 6.0 | 6.8 | 8.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 385 | 777 | 349 | 341 | 728 | 491 | 386 | 910 | 409 | 429 | 895 | 417 |
| V/C Ratio(X) | 0.77 | 0.71 | 0.27 | 0.37 | 0.55 | 0.58 | 0.43 | 0.53 | 0.13 | 0.59 | 0.52 | 0.60 |
| Avail Cap(c_a), veh/h | 385 | 777 | 349 | 365 | 759 | 505 | 399 | 995 | 447 | 429 | 953 | 444 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 20.9 | 18.8 | 16.1 | 20.6 | 16.9 | 14.0 | 18.5 | 16.6 | 14.7 | 18.2 | 18.7 |
| Incr Delay (d2), s/veh | 9.3 | 3.0 | 0.4 | 0.7 | 0.8 | 1.7 | 0.8 | 1.0 | 0.3 | 2.2 | 1.0 | 3.4 |
| 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(50%),veh/ln | 3.7 | 3.3 | 0.9 | 1.1 | 2.2 | 2.9 | 1.3 | 2.5 | 0.5 | 2.3 | 2.4 | 2.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.3 | 24.0 | 19.2 | 16.7 | 21.4 | 18.6 | 14.8 | 19.5 | 16.9 | 16.9 | 19.2 | 22.0 |
| LnGrp LOS | C | C | B | B | C | B | B | B | B | B | B | C |
| Approach Vol, veh/h | | 943 | | | 813 | | | 701 | | | 969 | |
| Approach Delay, s/veh | | 24.9 | | | 19.7 | | | 18.2 | | | 19.3 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 20.6 | 10.0 | 17.5 | 9.6 | 21.0 | 9.2 | 18.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 6.0 | * 16 | 6.0 | * 13 | 6.0 | * 16 | 6.0 | * 13 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 8.8 | 8.0 | 10.9 | 5.9 | 10.1 | 5.1 | 10.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.6 | 0.0 | 3.4 | 0.0 | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.7 |
| HCM 6th LOS | C |

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 58 | 53 | 0 | 95 | 626 | 0 | 37 | 657 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|-------|-------|------|-------|-------|------|
| Int Delay, s/veh | 4.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↵ | ↵ | | ↵ | ↵ | | ↵ ↑↑↑ | ↵ ↑↑↑ | | ↵ ↑↑↑ | ↵ ↑↑↑ | |
| Traffic Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Future Vol, veh/h | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 560 | 35 | 35 | 560 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | 50 | - | - | 115 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 11 | 105 | 58 | 16 | 37 | 95 | 589 | 37 | 37 | 589 | 68 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 1131 | 1513 | 329 | 1113 | 1529 | 313 | 657 | 0 | 0 | 626 | 0 | 0 |
| Stage 1 | 697 | 697 | - | 798 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 434 | 816 | - | 315 | 731 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 | 5.34 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 | 3.12 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 214 | 119 | 569 | 219 | 116 | 583 | 571 | - | - | 591 | - | - |
| Stage 1 | 322 | 441 | - | 275 | 396 | - | - | - | - | - | - | - |
| Stage 2 | 522 | 389 | - | 615 | 425 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 156 | 93 | 569 | 143 | 91 | 583 | 571 | - | - | 591 | - | - |
| Mov Cap-2 Maneuver | 208 | 195 | - | 187 | 186 | - | - | - | - | - | - | - |
| Stage 1 | 269 | 413 | - | 229 | 330 | - | - | - | - | - | - | - |
| Stage 2 | 388 | 324 | - | 458 | 398 | - | - | - | - | - | - | - |























| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 19.4 | | 25.2 | | 1.6 | | 0.6 | |
| HCM LOS | C | | D | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 571 | - | - | 208 | 485 | 187 | 355 | 591 | - | - |
| HCM Lane V/C Ratio | 0.166 | - | - | 0.278 | 0.239 | 0.31 | 0.148 | 0.062 | - | - |
| HCM Control Delay (s) | 12.6 | - | - | 28.9 | 14.7 | 32.7 | 16.9 | 11.5 | - | - |
| HCM Lane LOS | B | - | - | D | B | D | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 1.1 | 0.9 | 1.2 | 0.5 | 0.2 | - | - |

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 897 | 75 | 103 | 1052 | 11 | 0 | 29 | 63 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 780 | 65 | 90 | 915 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 897 | 75 | 103 | 1052 | 11 | 23 | 6 | 63 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1063 | 0 | 0 | 972 | 0 | 0 | 1666 | 2200 | 449 | 1744 | 2264 | 526 |
| Stage 1 | - | - | - | - | - | - | 931 | 931 | - | 1258 | 1258 | - |
| Stage 2 | - | - | - | - | - | - | 735 | 1269 | - | 486 | 1006 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 651 | - | - | 705 | - | - | 63 | 44 | 557 | 55 | 40 | 496 |
| Stage 1 | - | - | - | - | - | - | 287 | 344 | - | 181 | 241 | - |
| Stage 2 | - | - | - | - | - | - | 377 | 238 | - | 531 | 317 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 651 | - | - | 705 | - | - | 51 | 37 | 557 | 41 | 33 | 496 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 153 | 124 | - | 123 | 109 | - |
| Stage 1 | - | - | - | - | - | - | 280 | 335 | - | 176 | 206 | - |
| Stage 2 | - | - | - | - | - | - | 306 | 203 | - | 451 | 309 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 1 | 19.6 | 26.9 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 146 | 557 | 651 | - | - | 705 | - | - | 187 |
| HCM Lane V/C Ratio | 0.197 | 0.113 | 0.026 | - | - | 0.147 | - | - | 0.123 |
| HCM Control Delay (s) | 35.6 | 12.3 | 10.7 | - | - | 11 | - | - | 26.9 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.4 | 0.1 | - | - | 0.5 | - | - | 0.4 |

Lanes, Volumes, Timings

8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 972 | 0 | 11 | 1039 | 6 | 0 | 12 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 875 | 0 | 10 | 935 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 972 | 0 | 11 | 1039 | 6 | 6 | 0 | 6 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1045 | 0 | 0 | 972 | 0 | 0 | 1558 | 2083 | 486 | 1591 | 2077 | 520 |
| Stage 1 | - | - | - | - | - | - | 1016 | 1016 | - | 1061 | 1061 | - |
| Stage 2 | - | - | - | - | - | - | 542 | 1067 | - | 530 | 1016 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 661 | - | - | 705 | - | - | 76 | 52 | 527 | 72 | 53 | 501 |
| Stage 1 | - | - | - | - | - | - | 255 | 314 | - | 239 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 492 | 297 | - | 500 | 314 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 661 | - | - | 705 | - | - | 72 | 50 | 527 | 69 | 50 | 501 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 176 | 153 | - | 168 | 157 | - |
| Stage 1 | - | - | - | - | - | - | 247 | 304 | - | 231 | 294 | - |
| Stage 2 | - | - | - | - | - | - | 479 | 292 | - | 478 | 304 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 19.2 | | | 19.9 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 264 | 661 | - | - | 705 | - | - | 252 |
| HCM Lane V/C Ratio | 0.042 | 0.034 | - | - | 0.016 | - | - | 0.044 |
| HCM Control Delay (s) | 19.2 | 10.6 | - | - | 10.2 | - | - | 19.9 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.1 |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Future Volume (vph) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 880 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 12.0 | 28.0 | 28.0 | 10.0 | 26.0 | 16.0 | 10.0 | 21.0 | 21.0 | 16.0 | 27.0 | |
| Total Split (%) | 16.0% | 37.3% | 37.3% | 13.3% | 34.7% | 21.3% | 13.3% | 28.0% | 28.0% | 21.3% | 36.0% | |
| Maximum Green (s) | 8.0 | 22.5 | 22.5 | 6.0 | 20.5 | 12.0 | 6.0 | 15.4 | 15.4 | 12.0 | 21.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.86 | 0.64 | 0.18 | 0.53 | 0.75 | 0.48 | 0.58 | 0.82 | 0.19 | 0.89 | 0.63 | |
| Control Delay | 43.4 | 26.1 | 20.7 | 20.3 | 30.7 | 14.5 | 23.9 | 39.5 | 26.5 | 43.4 | 25.9 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

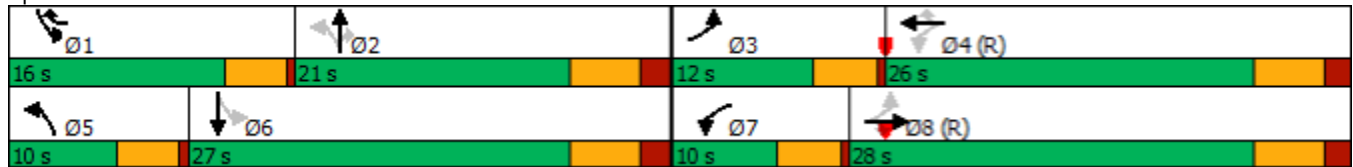


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.4 | 26.1 | 20.7 | 20.3 | 30.7 | 14.5 | 23.9 | 39.5 | 26.5 | 43.4 | 25.9 | |
| Queue Length 50th (ft) | 73 | 140 | 29 | 43 | 160 | 108 | 43 | 138 | 24 | 107 | 130 | |
| Queue Length 95th (ft) | #184 | 195 | 61 | 79 | 222 | 178 | 79 | #217 | 55 | #250 | 171 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 298 | 1043 | 470 | 301 | 959 | 802 | 269 | 720 | 325 | 387 | 1386 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.64 | 0.18 | 0.53 | 0.75 | 0.48 | 0.58 | 0.82 | 0.19 | 0.89 | 0.63 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Future Volume (veh/h) | 245 | 640 | 130 | 155 | 690 | 590 | 150 | 565 | 95 | 330 | 635 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 661 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 330 | 1068 | 480 | 337 | 982 | 695 | 315 | 705 | 317 | 409 | 1058 | 345 |
| Arrive On Green | 0.11 | 0.31 | 0.31 | 0.08 | 0.28 | 0.28 | 0.08 | 0.20 | 0.20 | 0.16 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3780 | 1231 |
| Grp Volume(v), veh/h | 255 | 667 | 84 | 161 | 719 | 381 | 156 | 589 | 61 | 344 | 589 | 291 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1634 |
| Q Serve(g_s), s | 7.8 | 12.3 | 2.9 | 4.8 | 13.9 | 13.3 | 5.2 | 12.0 | 2.4 | 11.1 | 11.4 | 11.7 |
| Cycle Q Clear(g_c), s | 7.8 | 12.3 | 2.9 | 4.8 | 13.9 | 13.3 | 5.2 | 12.0 | 2.4 | 11.1 | 11.4 | 11.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 330 | 1068 | 480 | 337 | 982 | 695 | 315 | 705 | 317 | 409 | 946 | 458 |
| V/C Ratio(X) | 0.77 | 0.62 | 0.17 | 0.48 | 0.73 | 0.55 | 0.50 | 0.84 | 0.19 | 0.84 | 0.62 | 0.64 |
| Avail Cap(c_a), veh/h | 330 | 1068 | 480 | 337 | 982 | 695 | 315 | 724 | 325 | 409 | 964 | 466 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.8 | 22.4 | 19.1 | 17.9 | 24.5 | 15.6 | 21.6 | 28.8 | 25.0 | 19.3 | 23.5 | 23.6 |
| Incr Delay (d2), s/veh | 10.7 | 2.8 | 0.8 | 1.0 | 4.8 | 3.1 | 1.2 | 9.2 | 0.6 | 14.4 | 1.8 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 4.9 | 1.1 | 1.8 | 5.8 | 4.7 | 2.1 | 5.5 | 0.9 | 5.6 | 4.3 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 29.6 | 25.1 | 19.9 | 18.9 | 29.3 | 18.6 | 22.8 | 38.0 | 25.6 | 33.7 | 25.4 | 27.6 |
| LnGrp LOS | C | C | B | B | C | B | C | D | C | C | C | C |
| Approach Vol, veh/h | | 1006 | | | 1261 | | | 806 | | | 1224 | |
| Approach Delay, s/veh | | 25.8 | | | 24.8 | | | 34.1 | | | 28.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.0 | 20.6 | 12.0 | 26.4 | 10.0 | 26.6 | 10.0 | 28.4 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 12.0 | * 15 | 8.0 | * 21 | 6.0 | * 21 | 6.0 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 13.1 | 14.0 | 9.8 | 15.9 | 7.2 | 13.7 | 6.8 | 14.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.8 | 0.0 | 2.4 | 0.0 | 4.7 | 0.0 | 2.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 27.8 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 65 | 33 | 0 | 76 | 761 | 0 | 33 | 913 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.6 | | 10.8 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 39.4% | | 16.6% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.8 | | 6.0 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.13 | 0.46 | | 0.18 | 0.09 | | 0.26 | 0.30 | | 0.07 | 0.53 | |
| Control Delay | 14.3 | 29.4 | | 14.8 | 21.7 | | 11.1 | 13.2 | | 9.2 | 19.1 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.3 | 29.4 | | 14.8 | 21.7 | | 11.1 | 13.2 | | 9.2 | 19.1 | |
| Queue Length 50th (ft) | 13 | 49 | | 16 | 9 | | 15 | 69 | | 6 | 167 | |
| Queue Length 95th (ft) | 33 | 97 | | 38 | 32 | | 35 | 131 | | 19 | #255 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 401 | 296 | | 369 | 358 | | 293 | 2579 | | 446 | 1735 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | 0.46 | | 0.18 | 0.09 | | 0.26 | 0.30 | | 0.07 | 0.53 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Future Volume (veh/h) | 50 | 10 | 115 | 60 | 10 | 20 | 70 | 675 | 25 | 30 | 810 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 11 | 125 | 65 | 11 | 22 | 76 | 734 | 27 | 33 | 880 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 449 | 24 | 267 | 357 | 104 | 209 | 348 | 1889 | 69 | 381 | 1495 | 56 |
| Arrive On Green | 0.06 | 0.18 | 0.18 | 0.06 | 0.19 | 0.19 | 0.07 | 0.39 | 0.39 | 0.04 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 130 | 1475 | 1781 | 557 | 1113 | 1781 | 4876 | 179 | 1781 | 4156 | 156 |
| Grp Volume(v), veh/h | 54 | 0 | 136 | 65 | 0 | 33 | 76 | 484 | 277 | 33 | 522 | 391 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1605 | 1781 | 0 | 1670 | 1781 | 1609 | 1838 | 1781 | 1234 | 1842 |
| Q Serve(g_s), s | 1.5 | 0.0 | 4.9 | 1.9 | 0.0 | 1.1 | 1.7 | 7.0 | 7.1 | 0.7 | 11.2 | 11.2 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 4.9 | 1.9 | 0.0 | 1.1 | 1.7 | 7.0 | 7.1 | 0.7 | 11.2 | 11.2 |
| Prop In Lane | 1.00 | | 0.92 | 1.00 | | 0.67 | 1.00 | | 0.10 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 449 | 0 | 291 | 357 | 0 | 313 | 348 | 1246 | 712 | 381 | 888 | 663 |
| V/C Ratio(X) | 0.12 | 0.00 | 0.47 | 0.18 | 0.00 | 0.11 | 0.22 | 0.39 | 0.39 | 0.09 | 0.59 | 0.59 |
| Avail Cap(c_a), veh/h | 511 | 0 | 296 | 407 | 0 | 313 | 390 | 1246 | 712 | 471 | 888 | 663 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.8 | 19.4 | 0.0 | 21.9 | 12.2 | 14.4 | 14.4 | 12.1 | 16.9 | 16.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 1.2 | 0.2 | 0.0 | 0.1 | 0.3 | 0.9 | 1.6 | 0.1 | 2.8 | 3.8 |
| 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(50%),veh/ln | 0.6 | 0.0 | 1.9 | 0.8 | 0.0 | 0.4 | 0.6 | 2.3 | 2.8 | 0.3 | 3.0 | 4.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.5 | 0.0 | 25.0 | 19.7 | 0.0 | 22.0 | 12.5 | 15.3 | 16.0 | 12.2 | 19.7 | 20.7 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | C |
| Approach Vol, veh/h | | 190 | | | 98 | | | 837 | | | 946 | |
| Approach Delay, s/veh | | 23.4 | | | 20.5 | | | 15.3 | | | 19.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.5 | 31.0 | 7.2 | 19.3 | 9.3 | 29.2 | 7.6 | 18.9 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 19.8 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 9.1 | 3.5 | 3.1 | 3.7 | 13.2 | 3.9 | 6.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | 0.0 | 0.1 | 0.0 | 2.9 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.4 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1076 | 65 | 60 | 1533 | 11 | 0 | 11 | 54 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 990 | 60 | 55 | 1410 | 10 | 10 | 0 | 50 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1076 | 65 | 60 | 1533 | 11 | 11 | 0 | 54 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1544 | 0 | 0 | 1141 | 0 | 0 | 1997 | 2772 | 538 | 2223 | 2826 | 767 |
| Stage 1 | - | - | - | - | - | - | 1108 | 1108 | - | 1653 | 1653 | - |
| Stage 2 | - | - | - | - | - | - | 889 | 1664 | - | 570 | 1173 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 426 | - | - | 952 | - | - | 60 | 15 | *696 | *33 | 13 | 345 |
| Stage 1 | - | - | - | - | - | - | 610 | 545 | - | *102 | 154 | - |
| Stage 2 | - | - | - | - | - | - | 304 | 152 | - | *656 | 493 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 426 | - | - | 952 | - | - | 52 | 13 | *696 | *28 | 12 | 345 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 179 | 96 | - | *82 | 102 | - |
| Stage 1 | - | - | - | - | - | - | 587 | 524 | - | *98 | 144 | - |
| Stage 2 | - | - | - | - | - | - | 265 | 142 | - | *582 | 474 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 13.2 | | | 34.4 | | |
| HCM LOS | | | | | | | B | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 179 | 696 | 426 | - | - | 952 | - | - | 144 |
| HCM Lane V/C Ratio | 0.061 | 0.078 | 0.038 | - | - | 0.063 | - | - | 0.151 |
| HCM Control Delay (s) | 26.4 | 10.6 | 13.8 | - | - | 9 | - | - | 34.4 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | 0.1 | - | - | 0.2 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1158 | 11 | 11 | 1505 | 5 | 0 | 22 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1065 | 10 | 10 | 1385 | 5 | 10 | 0 | 10 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1158 | 11 | 11 | 1505 | 5 | 11 | 0 | 11 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1510 | 0 | 0 | 1169 | 0 | 0 | 2019 | 2776 | 579 | 2192 | 2782 | 753 |
| Stage 1 | - | - | - | - | - | - | 1244 | 1244 | - | 1527 | 1527 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 1532 | - | 665 | 1255 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 439 | - | - | *978 | - | - | 63 | 14 | *654 | *39 | 14 | 352 |
| Stage 1 | - | - | - | - | - | - | 546 | 493 | - | *123 | 178 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 177 | - | *617 | 485 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 439 | - | - | *978 | - | - | 57 | 12 | *654 | *35 | 12 | 352 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 196 | 97 | - | *92 | 118 | - |
| Stage 1 | - | - | - | - | - | - | 493 | 445 | - | *111 | 176 | - |
| Stage 2 | - | - | - | - | - | - | 348 | 175 | - | *547 | 437 | - |






























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.1 | 17.8 | 31.6 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 302 | 439 | - | - | * 978 | - | - | 146 |
| HCM Lane V/C Ratio | 0.072 | 0.099 | - | - | 0.011 | - | - | 0.074 |
| HCM Control Delay (s) | 17.8 | 14.1 | - | - | 8.7 | - | - | 31.6 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|--|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |   |  |  |    |  |
| Traffic Volume (vph) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Future Volume (vph) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 734 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 18.8 | 18.8 | 10.0 | 18.8 | 10.0 | 10.0 | 21.2 | 21.2 | 10.0 | 21.2 | |
| Total Split (%) | 16.7% | 31.3% | 31.3% | 16.7% | 31.3% | 16.7% | 16.7% | 35.3% | 35.3% | 16.7% | 35.3% | |
| Maximum Green (s) | 6.0 | 13.3 | 13.3 | 6.0 | 13.3 | 6.0 | 6.0 | 15.6 | 15.6 | 6.0 | 15.6 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.81 | 0.69 | 0.26 | 0.45 | 0.58 | 0.45 | 0.55 | 0.55 | 0.16 | 0.67 | 0.59 | |
| Control Delay | 35.4 | 26.5 | 21.6 | 16.4 | 24.3 | 15.5 | 17.4 | 21.9 | 18.4 | 22.1 | 21.7 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

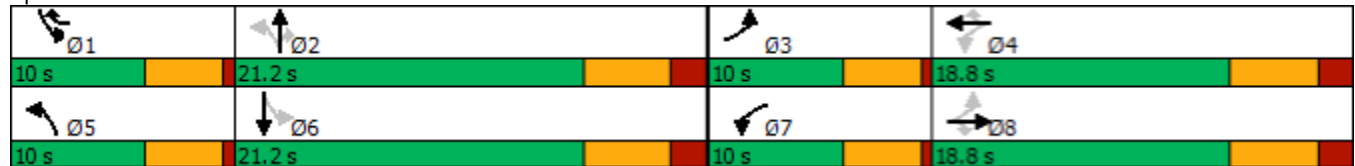


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.4 | 26.5 | 21.6 | 16.4 | 24.3 | 15.5 | 17.4 | 21.9 | 18.4 | 22.1 | 21.7 | |
| Queue Length 50th (ft) | 74 | 109 | 31 | 32 | 75 | 73 | 39 | 82 | 18 | 57 | 84 | |
| Queue Length 95th (ft) | #182 | #181 | 68 | 65 | 116 | 132 | 75 | 125 | 45 | #117 | 119 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 371 | 888 | 400 | 323 | 783 | 651 | 339 | 918 | 414 | 388 | 1252 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.69 | 0.26 | 0.45 | 0.57 | 0.45 | 0.55 | 0.55 | 0.16 | 0.67 | 0.59 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Future Volume (veh/h) | 290 | 585 | 160 | 140 | 425 | 455 | 180 | 485 | 100 | 250 | 465 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 484 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 373 | 763 | 343 | 328 | 728 | 491 | 391 | 910 | 409 | 418 | 872 | 406 |
| Arrive On Green | 0.10 | 0.22 | 0.22 | 0.09 | 0.21 | 0.21 | 0.10 | 0.26 | 0.26 | 0.10 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 302 | 609 | 103 | 146 | 443 | 294 | 188 | 505 | 65 | 260 | 484 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 6.0 | 9.5 | 3.2 | 3.7 | 6.6 | 9.1 | 4.4 | 7.2 | 1.8 | 6.0 | 7.2 | 8.1 |
| Cycle Q Clear(g_c), s | 6.0 | 9.5 | 3.2 | 3.7 | 6.6 | 9.1 | 4.4 | 7.2 | 1.8 | 6.0 | 7.2 | 8.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 373 | 763 | 343 | 328 | 728 | 491 | 391 | 910 | 409 | 418 | 872 | 406 |
| V/C Ratio(X) | 0.81 | 0.80 | 0.30 | 0.45 | 0.61 | 0.60 | 0.48 | 0.55 | 0.16 | 0.62 | 0.56 | 0.62 |
| Avail Cap(c_a), veh/h | 373 | 807 | 363 | 345 | 807 | 527 | 391 | 947 | 426 | 418 | 907 | 422 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 21.6 | 19.1 | 16.4 | 20.9 | 17.0 | 14.0 | 18.7 | 16.7 | 15.0 | 18.7 | 19.0 |
| Incr Delay (d2), s/veh | 12.7 | 5.4 | 0.5 | 0.9 | 1.1 | 1.7 | 0.9 | 1.2 | 0.4 | 2.8 | 1.3 | 3.9 |
| 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(50%),veh/ln | 4.1 | 3.9 | 1.0 | 1.3 | 2.5 | 3.0 | 1.5 | 2.6 | 0.6 | 2.4 | 2.5 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.0 | 27.0 | 19.6 | 17.3 | 22.0 | 18.7 | 14.9 | 19.9 | 17.1 | 17.8 | 19.9 | 22.9 |
| LnGrp LOS | C | C | B | B | C | B | B | B | B | B | B | C |
| Approach Vol, veh/h | | 1014 | | | 883 | | | 758 | | | 994 | |
| Approach Delay, s/veh | | 27.7 | | | 20.1 | | | 18.4 | | | 20.1 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 20.6 | 10.0 | 17.5 | 10.0 | 20.6 | 9.4 | 18.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 6.0 | * 16 | 6.0 | * 13 | 6.0 | * 16 | 6.0 | * 13 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 9.2 | 8.0 | 11.1 | 6.4 | 10.1 | 5.7 | 11.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.7 | 0.0 | 0.8 | 0.0 | 3.1 | 0.0 | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.9 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 58 | 53 | 0 | 95 | 690 | 0 | 37 | 715 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 11.0 | 25.6 | | 10.8 | 25.4 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.9% | 39.4% | | 16.6% | 39.1% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.2 | 19.8 | | 6.0 | 19.6 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.0 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.15 | 0.39 | | 0.15 | 0.17 | | 0.27 | 0.27 | | 0.08 | 0.42 | |
| Control Delay | 14.4 | 27.8 | | 14.5 | 24.0 | | 10.8 | 13.0 | | 9.2 | 17.3 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.4 | 27.8 | | 14.5 | 24.0 | | 10.8 | 13.0 | | 9.2 | 17.3 | |
| Queue Length 50th (ft) | 14 | 41 | | 14 | 18 | | 19 | 61 | | 7 | 123 | |
| Queue Length 95th (ft) | 35 | 85 | | 35 | 45 | | 41 | 118 | | 20 | 174 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 397 | 297 | | 383 | 307 | | 358 | 2571 | | 467 | 1711 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.39 | | 0.15 | 0.17 | | 0.27 | 0.27 | | 0.08 | 0.42 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Future Volume (veh/h) | 55 | 10 | 100 | 55 | 15 | 35 | 90 | 620 | 35 | 35 | 615 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 11 | 105 | 58 | 16 | 37 | 95 | 653 | 37 | 37 | 647 | 68 |
| 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 | 2 | 2 | 2 |
| Cap, veh/h | 426 | 28 | 264 | 368 | 91 | 211 | 412 | 1848 | 104 | 409 | 1378 | 144 |
| Arrive On Green | 0.06 | 0.18 | 0.18 | 0.06 | 0.18 | 0.18 | 0.08 | 0.39 | 0.39 | 0.04 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 153 | 1456 | 1781 | 502 | 1160 | 1781 | 4770 | 269 | 1781 | 3863 | 403 |
| Grp Volume(v), veh/h | 58 | 0 | 116 | 58 | 0 | 53 | 95 | 439 | 251 | 37 | 412 | 303 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1608 | 1781 | 0 | 1662 | 1781 | 1609 | 1822 | 1781 | 1234 | 1798 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 1.7 | 0.0 | 1.8 | 2.1 | 6.3 | 6.4 | 0.8 | 8.4 | 8.5 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 1.7 | 0.0 | 1.8 | 2.1 | 6.3 | 6.4 | 0.8 | 8.4 | 8.5 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.70 | 1.00 | | 0.15 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 426 | 0 | 292 | 368 | 0 | 302 | 412 | 1246 | 706 | 409 | 881 | 641 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.40 | 0.16 | 0.00 | 0.18 | 0.23 | 0.35 | 0.36 | 0.09 | 0.47 | 0.47 |
| Avail Cap(c_a), veh/h | 484 | 0 | 297 | 426 | 0 | 307 | 447 | 1246 | 706 | 493 | 881 | 641 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.5 | 19.5 | 0.0 | 22.5 | 11.7 | 14.1 | 14.1 | 12.0 | 16.1 | 16.2 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.9 | 0.2 | 0.0 | 0.3 | 0.3 | 0.8 | 1.4 | 0.1 | 1.8 | 2.5 |
| 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(50%),veh/ln | 0.7 | 0.0 | 1.6 | 0.7 | 0.0 | 0.7 | 0.7 | 2.0 | 2.5 | 0.3 | 2.2 | 3.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.5 | 0.0 | 24.3 | 19.7 | 0.0 | 22.8 | 12.0 | 14.9 | 15.5 | 12.1 | 17.9 | 18.7 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 174 | | | 111 | | | 785 | | | 752 | |
| Approach Delay, s/veh | | 22.7 | | | 21.1 | | | 14.8 | | | 17.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 7.7 | 31.0 | 7.4 | 18.9 | 9.7 | 29.0 | 7.4 | 18.9 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 19.8 | 6.0 | 12.0 | 6.2 | 19.6 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.8 | 8.4 | 3.7 | 3.8 | 4.1 | 10.5 | 3.7 | 6.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.1 | 0.0 | 0.1 | 0.0 | 2.8 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.2 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 983 | 75 | 103 | 1132 | 11 | 0 | 29 | 63 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 855 | 65 | 90 | 985 | 10 | 20 | 5 | 55 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 983 | 75 | 103 | 1132 | 11 | 23 | 6 | 63 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1143 | 0 | 0 | 1058 | 0 | 0 | 1792 | 2366 | 492 | 1867 | 2430 | 566 |
| Stage 1 | - | - | - | - | - | - | 1017 | 1017 | - | 1338 | 1338 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 1349 | - | 529 | 1092 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 607 | - | - | 654 | - | - | 51 | 35 | 522 | 45 | 31 | 467 |
| Stage 1 | - | - | - | - | - | - | 254 | 313 | - | 161 | 220 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 217 | - | 501 | 289 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 607 | - | - | 654 | - | - | 41 | 29 | 522 | 33 | 25 | 467 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 136 | 110 | - | 108 | 94 | - |
| Stage 1 | - | - | - | - | - | - | 247 | 304 | - | 156 | 185 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 183 | - | 420 | 281 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.2 | 1 | 21.4 | 30.3 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 130 | 522 | 607 | - | - | 654 | - | - | 165 |
| HCM Lane V/C Ratio | 0.221 | 0.121 | 0.028 | - | - | 0.158 | - | - | 0.139 |
| HCM Control Delay (s) | 40.4 | 12.8 | 11.1 | - | - | 11.5 | - | - | 30.3 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 0.8 | 0.4 | 0.1 | - | - | 0.6 | - | - | 0.5 |

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1056 | 0 | 11 | 1117 | 6 | 0 | 12 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 950 | 0 | 10 | 1005 | 5 | 5 | 0 | 5 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1056 | 0 | 11 | 1117 | 6 | 6 | 0 | 6 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1123 | 0 | 0 | 1056 | 0 | 0 | 1681 | 2245 | 528 | 1711 | 2239 | 559 |
| Stage 1 | - | - | - | - | - | - | 1100 | 1100 | - | 1139 | 1139 | - |
| Stage 2 | - | - | - | - | - | - | 581 | 1145 | - | 572 | 1100 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 618 | - | - | 655 | - | - | 62 | 41 | 495 | 59 | 42 | 472 |
| Stage 1 | - | - | - | - | - | - | 226 | 286 | - | 214 | 274 | - |
| Stage 2 | - | - | - | - | - | - | 467 | 272 | - | 472 | 286 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 618 | - | - | 655 | - | - | 59 | 39 | 495 | 56 | 40 | 472 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 156 | 136 | - | 150 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 218 | 276 | - | 206 | 269 | - |
| Stage 2 | - | - | - | - | - | - | 454 | 267 | - | 450 | 276 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 20.9 | | | 21.6 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 237 | 618 | - | - | 655 | - | - | 228 |
| HCM Lane V/C Ratio | 0.047 | 0.036 | - | - | 0.017 | - | - | 0.049 |
| HCM Control Delay (s) | 20.9 | 11 | - | - | 10.6 | - | - | 21.6 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.1 | - | - | 0.2 |

Appendix F

Build Traffic with Improvements Operational Analysis

- 2024 Build Traffic with Improvements
- 2039 Build Traffic with Improvements

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Future Volume (vph) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 886 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 11.0 | 24.4 | 24.4 | 10.0 | 23.4 | 15.0 | 10.0 | 20.6 | 20.6 | 15.0 | 25.6 | |
| Total Split (%) | 15.7% | 34.9% | 34.9% | 14.3% | 33.4% | 21.4% | 14.3% | 29.4% | 29.4% | 21.4% | 36.6% | |
| Maximum Green (s) | 7.0 | 18.9 | 18.9 | 6.0 | 17.9 | 11.0 | 6.0 | 15.0 | 15.0 | 11.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.87 | 0.59 | 0.19 | 0.42 | 0.74 | 0.50 | 0.53 | 0.72 | 0.15 | 0.88 | 0.58 | |
| Control Delay | 47.1 | 24.6 | 21.2 | 16.8 | 29.9 | 14.8 | 20.0 | 31.9 | 23.8 | 40.3 | 22.7 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

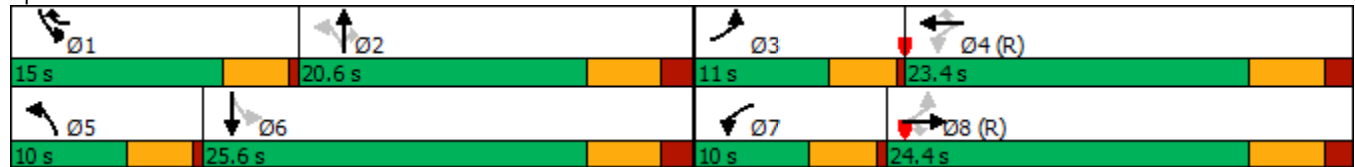


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.1 | 24.6 | 21.2 | 16.8 | 29.9 | 14.8 | 20.0 | 31.9 | 23.8 | 40.3 | 22.7 | |
| Queue Length 50th (ft) | 68 | 123 | 29 | 34 | 138 | 106 | 37 | 114 | 18 | 104 | 121 | |
| Queue Length 95th (ft) | #179 | 175 | 63 | 66 | 196 | 177 | 71 | 166 | 45 | #233 | 161 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 287 | 1037 | 468 | 322 | 897 | 777 | 285 | 752 | 339 | 413 | 1527 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.59 | 0.19 | 0.42 | 0.74 | 0.50 | 0.53 | 0.72 | 0.15 | 0.88 | 0.58 | |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↑ | ↘ |
| Traffic Volume (veh/h) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Future Volume (veh/h) | 240 | 590 | 135 | 130 | 640 | 600 | 145 | 520 | 80 | 350 | 640 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 667 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 321 | 966 | 434 | 333 | 902 | 654 | 335 | 755 | 340 | 439 | 1083 | 350 |
| Arrive On Green | 0.10 | 0.28 | 0.28 | 0.08 | 0.26 | 0.26 | 0.09 | 0.21 | 0.21 | 0.16 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3789 | 1224 |
| Grp Volume(v), veh/h | 250 | 615 | 87 | 135 | 667 | 388 | 151 | 542 | 52 | 365 | 593 | 293 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1635 |
| Q Serve(g_s), s | 7.0 | 10.8 | 3.0 | 3.8 | 12.2 | 13.3 | 4.6 | 10.0 | 1.9 | 10.9 | 10.7 | 10.9 |
| Cycle Q Clear(g_c), s | 7.0 | 10.8 | 3.0 | 3.8 | 12.2 | 13.3 | 4.6 | 10.0 | 1.9 | 10.9 | 10.7 | 10.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 321 | 966 | 434 | 333 | 902 | 654 | 335 | 755 | 340 | 439 | 965 | 467 |
| V/C Ratio(X) | 0.78 | 0.64 | 0.20 | 0.40 | 0.74 | 0.59 | 0.45 | 0.72 | 0.15 | 0.83 | 0.61 | 0.63 |
| Avail Cap(c_a), veh/h | 321 | 966 | 434 | 344 | 902 | 654 | 335 | 755 | 340 | 439 | 965 | 467 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.5 | 22.2 | 19.4 | 17.5 | 23.9 | 16.0 | 19.1 | 25.5 | 22.3 | 17.5 | 21.7 | 21.7 |
| Incr Delay (d2), s/veh | 11.5 | 3.2 | 1.0 | 0.8 | 5.4 | 3.9 | 0.9 | 4.1 | 0.4 | 12.7 | 1.7 | 3.8 |
| 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(50%),veh/ln | 3.6 | 4.3 | 1.1 | 1.4 | 5.2 | 4.7 | 1.7 | 4.2 | 0.7 | 5.3 | 3.9 | 4.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 31.0 | 25.4 | 20.4 | 18.3 | 29.3 | 19.9 | 20.0 | 29.6 | 22.8 | 30.3 | 23.4 | 25.5 |
| LnGrp LOS | C | C | C | B | C | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 952 | | | 1190 | | | 745 | | | 1251 | |
| Approach Delay, s/veh | | 26.4 | | | 25.0 | | | 27.2 | | | 25.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 20.6 | 11.0 | 23.4 | 10.0 | 25.6 | 9.6 | 24.8 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 11.0 | * 15 | 7.0 | * 18 | 6.0 | * 20 | 6.0 | * 19 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.9 | 12.0 | 9.0 | 15.3 | 6.6 | 12.9 | 5.8 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.5 | 0.0 | 1.4 | 0.0 | 4.4 | 0.0 | 2.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 26.0 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 674 | 0 | 109 | 837 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.4 | | 11.0 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 39.1% | | 16.9% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.6 | | 6.2 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.24 | 0.30 | | 0.23 | 0.48 | |
| Control Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 10.9 | 15.7 | | 10.1 | 18.0 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 10.9 | 15.7 | | 10.1 | 18.0 | |
| Queue Length 50th (ft) | 13 | 49 | | 12 | 30 | | 15 | 83 | | 22 | 148 | |
| Queue Length 95th (ft) | 33 | 97 | | 31 | 67 | | 35 | 116 | | 46 | 208 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 389 | 296 | | 379 | 298 | | 312 | 2246 | | 467 | 1733 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.24 | 0.30 | | 0.23 | 0.48 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

| | | | |
|--------|--------|-------|--------|
| | | | |
| 11 s | 25.4 s | 9.5 s | 19.1 s |
| | | | |
| 10.8 s | 25.6 s | 9.5 s | 19.1 s |

HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Future Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 600 | 20 | 100 | 740 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 652 | 22 | 109 | 804 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 392 | 24 | 275 | 347 | 37 | 259 | 372 | 1731 | 58 | 446 | 1507 | 62 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.07 | 0.35 | 0.35 | 0.08 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 130 | 1475 | 1781 | 204 | 1412 | 1781 | 4893 | 165 | 1781 | 4139 | 170 |
| Grp Volume(v), veh/h | 54 | 0 | 136 | 49 | 0 | 87 | 76 | 428 | 246 | 109 | 479 | 358 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1605 | 1781 | 0 | 1616 | 1781 | 1609 | 1841 | 1781 | 1234 | 1840 |
| Q Serve(g_s), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 6.4 | 6.5 | 2.4 | 9.9 | 10.0 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 6.4 | 6.5 | 2.4 | 9.9 | 10.0 |
| Prop In Lane | 1.00 | | 0.92 | 1.00 | | 0.87 | 1.00 | | 0.09 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 392 | 0 | 299 | 347 | 0 | 296 | 372 | 1138 | 651 | 446 | 899 | 670 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.45 | 0.14 | 0.00 | 0.29 | 0.20 | 0.38 | 0.38 | 0.24 | 0.53 | 0.53 |
| Avail Cap(c_a), veh/h | 454 | 0 | 299 | 415 | 0 | 298 | 413 | 1138 | 651 | 475 | 899 | 670 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.5 | 19.6 | 0.0 | 22.9 | 12.1 | 15.7 | 15.7 | 11.5 | 16.3 | 16.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 1.1 | 0.2 | 0.0 | 0.5 | 0.3 | 1.0 | 1.7 | 0.3 | 2.3 | 3.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 1.9 | 0.6 | 0.0 | 1.2 | 0.6 | 2.2 | 2.6 | 0.8 | 2.6 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 24.6 | 19.8 | 0.0 | 23.5 | 12.3 | 16.6 | 17.3 | 11.8 | 18.6 | 19.4 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 190 | | | 136 | | | 750 | | | 946 | |
| Approach Delay, s/veh | | 23.1 | | | 22.1 | | | 16.4 | | | 18.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 28.8 | 7.2 | 19.0 | 9.3 | 29.5 | 7.0 | 19.2 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.2 | 19.6 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.4 | 8.5 | 3.5 | 5.0 | 3.7 | 12.0 | 3.4 | 6.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.2 | 0.0 | 3.0 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.2 |
| HCM 6th LOS | B |























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 995 | 98 | 43 | 1440 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↗ | ↘ | | ↔ | |
| Traffic Vol, veh/h | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 915 | 90 | 40 | 1325 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 995 | 98 | 43 | 1440 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1451 | 0 | 0 | 1093 | 0 | 0 | 1836 | 2564 | 498 | 2056 | 2651 | 720 |
| Stage 1 | - | - | - | - | - | - | 1027 | 1027 | - | 1526 | 1526 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 1537 | - | 530 | 1125 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 463 | - | - | 979 | - | - | 88 | 24 | *713 | *49 | 20 | 370 |
| Stage 1 | - | - | - | - | - | - | 671 | 588 | - | *123 | 178 | - |
| Stage 2 | - | - | - | - | - | - | 340 | 176 | - | *672 | 507 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 463 | - | - | 979 | - | - | 77 | 22 | *713 | *44 | 18 | 370 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 211 | 116 | - | *100 | 119 | - |
| Stage 1 | - | - | - | - | - | - | 647 | 567 | - | *119 | 170 | - |
| Stage 2 | - | - | - | - | - | - | 305 | 168 | - | *614 | 490 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 17.2 | | | 29.6 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 211 | 713 | 463 | - | - | 979 | - | - | 168 |
| HCM Lane V/C Ratio | 0.155 | 0.053 | 0.035 | - | - | 0.044 | - | - | 0.129 |
| HCM Control Delay (s) | 25.2 | 10.3 | 13.1 | - | - | 8.8 | - | - | 29.6 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.5 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1038 | 33 | 43 | 1380 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | | Stop |

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 955 | 30 | 40 | 1270 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1038 | 33 | 43 | 1380 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1385 | 0 | 0 | 1071 | 0 | 0 | 1900 | 2595 | 519 | 2071 | 2623 | 690 |
| Stage 1 | - | - | - | - | - | - | 1124 | 1124 | - | 1466 | 1466 | - |
| Stage 2 | - | - | - | - | - | - | 776 | 1471 | - | 605 | 1157 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 490 | - | - | 1007 | - | - | 74 | 22 | *713 | *47 | 21 | 388 |
| Stage 1 | - | - | - | - | - | - | 552 | 508 | - | *134 | 191 | - |
| Stage 2 | - | - | - | - | - | - | 356 | 190 | - | *672 | 484 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 490 | - | - | 1007 | - | - | 66 | 20 | *713 | *41 | 18 | 388 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 197 | 104 | - | *101 | 121 | - |
| Stage 1 | - | - | - | - | - | - | 503 | 463 | - | *122 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 182 | - | *580 | 441 | - |






























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|------|
| HCM Control Delay, s | 0.5 | 0.3 | 18 | 29.1 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 341 | 490 | - | - | 1007 | - | - | 160 |
| HCM Lane V/C Ratio | 0.191 | 0.089 | - | - | 0.043 | - | - | 0.068 |
| HCM Control Delay (s) | 18 | 13.1 | - | - | 8.7 | - | - | 29.1 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0.1 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|---|--|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |   |  |  |    |  |
| Traffic Volume (vph) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Future Volume (vph) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 734 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 18.0 | 18.0 | 10.0 | 18.0 | 11.0 | 10.0 | 21.0 | 21.0 | 11.0 | 22.0 | |
| Total Split (%) | 16.7% | 30.0% | 30.0% | 16.7% | 30.0% | 18.3% | 16.7% | 35.0% | 35.0% | 18.3% | 36.7% | |
| Maximum Green (s) | 6.0 | 12.5 | 12.5 | 6.0 | 12.5 | 7.0 | 6.0 | 15.4 | 15.4 | 7.0 | 16.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.81 | 0.67 | 0.27 | 0.38 | 0.58 | 0.46 | 0.52 | 0.56 | 0.14 | 0.68 | 0.56 | |
| Control Delay | 35.6 | 26.9 | 22.5 | 15.5 | 25.1 | 15.5 | 16.0 | 22.1 | 18.3 | 21.0 | 20.7 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

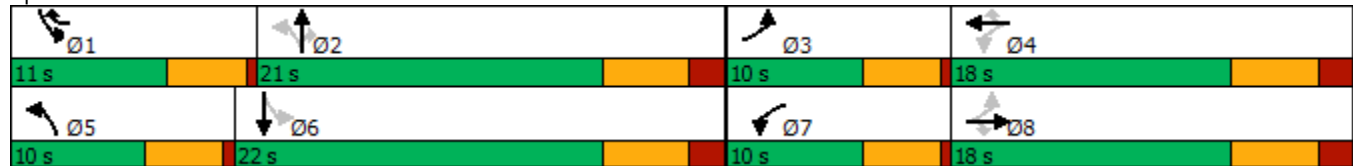


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.6 | 26.9 | 22.5 | 15.5 | 25.1 | 15.5 | 16.0 | 22.1 | 18.3 | 21.0 | 20.7 | |
| Queue Length 50th (ft) | 75 | 102 | 32 | 28 | 72 | 76 | 37 | 82 | 15 | 60 | 82 | |
| Queue Length 95th (ft) | #183 | #171 | 69 | 58 | 113 | 136 | 71 | 124 | 39 | #122 | 116 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 367 | 846 | 381 | 329 | 733 | 658 | 349 | 904 | 407 | 414 | 1312 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.67 | 0.27 | 0.38 | 0.58 | 0.46 | 0.52 | 0.55 | 0.14 | 0.68 | 0.56 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Future Volume (veh/h) | 285 | 545 | 160 | 120 | 405 | 470 | 175 | 480 | 85 | 270 | 465 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 484 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 370 | 762 | 343 | 328 | 716 | 510 | 397 | 895 | 402 | 442 | 914 | 426 |
| Arrive On Green | 0.10 | 0.22 | 0.22 | 0.09 | 0.20 | 0.20 | 0.10 | 0.25 | 0.25 | 0.12 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 568 | 103 | 125 | 422 | 304 | 182 | 500 | 55 | 281 | 484 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 6.0 | 8.9 | 3.2 | 3.2 | 6.4 | 9.5 | 4.4 | 7.3 | 1.6 | 7.0 | 7.2 | 8.1 |
| Cycle Q Clear(g_c), s | 6.0 | 8.9 | 3.2 | 3.2 | 6.4 | 9.5 | 4.4 | 7.3 | 1.6 | 7.0 | 7.2 | 8.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 370 | 762 | 343 | 328 | 716 | 510 | 397 | 895 | 402 | 442 | 914 | 426 |
| V/C Ratio(X) | 0.80 | 0.75 | 0.30 | 0.38 | 0.59 | 0.60 | 0.46 | 0.56 | 0.14 | 0.64 | 0.53 | 0.59 |
| Avail Cap(c_a), veh/h | 370 | 762 | 343 | 351 | 746 | 523 | 397 | 919 | 413 | 442 | 937 | 436 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.8 | 21.6 | 19.4 | 16.6 | 21.3 | 16.8 | 14.3 | 19.2 | 17.0 | 14.5 | 18.3 | 18.7 |
| Incr Delay (d2), s/veh | 12.1 | 4.0 | 0.5 | 0.7 | 1.1 | 1.8 | 0.8 | 1.3 | 0.3 | 3.0 | 1.1 | 3.2 |
| 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(50%),veh/ln | 4.0 | 3.6 | 1.1 | 1.1 | 2.4 | 0.3 | 1.5 | 2.7 | 0.5 | 2.6 | 2.5 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 32.0 | 25.7 | 19.9 | 17.4 | 22.5 | 18.6 | 15.1 | 20.5 | 17.4 | 17.5 | 19.4 | 21.9 |
| LnGrp LOS | C | C | B | B | C | B | B | C | B | B | B | C |
| Approach Vol, veh/h | | 968 | | | 851 | | | 737 | | | 1015 | |
| Approach Delay, s/veh | | 27.0 | | | 20.3 | | | 18.9 | | | 19.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.0 | 20.6 | 10.0 | 17.5 | 10.0 | 21.6 | 9.2 | 18.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 7.0 | * 15 | 6.0 | * 13 | 6.0 | * 16 | 6.0 | * 13 | | | | |
| Max Q Clear Time (g_c+I1), s | 9.0 | 9.3 | 8.0 | 11.5 | 6.4 | 10.1 | 5.2 | 10.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.0 | 0.4 | 0.0 | 3.4 | 0.0 | 0.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.6 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 610 | 0 | 95 | 652 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 11.0 | 25.4 | | 11.0 | 25.4 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.9% | 39.1% | | 16.9% | 39.1% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.2 | 19.6 | | 6.2 | 19.6 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.24 | 0.27 | | 0.19 | 0.38 | |
| Control Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.4 | 15.4 | | 9.8 | 16.9 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.4 | 15.4 | | 9.8 | 16.9 | |
| Queue Length 50th (ft) | 14 | 41 | | 11 | 41 | | 19 | 74 | | 19 | 110 | |
| Queue Length 95th (ft) | 35 | 85 | | 30 | 85 | | 41 | 105 | | 41 | 157 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 383 | 297 | | 383 | 299 | | 393 | 2247 | | 497 | 1707 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.24 | 0.27 | | 0.19 | 0.38 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

| | | | |
|------|--------|-------|--------|
| | | | |
| 11 s | 25.4 s | 9.5 s | 19.1 s |
| | | | |
| 11 s | 25.4 s | 9.5 s | 19.1 s |

HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | | ↶ | ↷ | | ↶ | ↑↑↑ | | ↶ | ↑↑↑ | |
| Traffic Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Future Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 555 | 25 | 90 | 555 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 584 | 26 | 95 | 584 | 68 |
| 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 | 2 | 2 | 2 |
| Cap, veh/h | 371 | 29 | 277 | 368 | 41 | 256 | 431 | 1715 | 76 | 461 | 1355 | 156 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.08 | 0.35 | 0.35 | 0.08 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 153 | 1456 | 1781 | 223 | 1396 | 1781 | 4835 | 214 | 1781 | 3819 | 441 |
| Grp Volume(v), veh/h | 58 | 0 | 116 | 47 | 0 | 116 | 95 | 388 | 222 | 95 | 376 | 276 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1608 | 1781 | 0 | 1619 | 1781 | 1609 | 1832 | 1781 | 1234 | 1791 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 5.7 | 5.8 | 2.1 | 7.5 | 7.6 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 5.7 | 5.8 | 2.1 | 7.5 | 7.6 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.86 | 1.00 | | 0.12 | 1.00 | | 0.25 |
| Lane Grp Cap(c), veh/h | 371 | 0 | 306 | 368 | 0 | 297 | 431 | 1141 | 650 | 461 | 876 | 635 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.38 | 0.13 | 0.00 | 0.39 | 0.22 | 0.34 | 0.34 | 0.21 | 0.43 | 0.43 |
| Avail Cap(c_a), veh/h | 429 | 0 | 306 | 438 | 0 | 299 | 466 | 1141 | 650 | 496 | 876 | 635 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.0 | 19.6 | 0.0 | 23.3 | 11.6 | 15.4 | 15.4 | 11.4 | 16.0 | 16.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 0.2 | 0.0 | 0.8 | 0.3 | 0.8 | 1.4 | 0.2 | 1.5 | 2.2 |
| 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(50%),veh/ln | 0.7 | 0.0 | 1.6 | 0.5 | 0.0 | 1.6 | 0.7 | 1.9 | 2.3 | 0.7 | 2.0 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 23.7 | 19.7 | 0.0 | 24.2 | 11.9 | 16.2 | 16.8 | 11.6 | 17.5 | 18.2 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 174 | | | 163 | | | 705 | | | 747 | |
| Approach Delay, s/veh | | 22.3 | | | 22.9 | | | 15.8 | | | 17.0 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.7 | 28.9 | 7.4 | 19.0 | 9.7 | 28.9 | 6.9 | 19.5 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.2 | 19.6 | 6.0 | 12.0 | 6.2 | 19.6 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.1 | 7.8 | 3.7 | 6.1 | 4.1 | 9.6 | 3.3 | 6.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.7 | 0.0 | 0.3 | 0.0 | 2.7 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.6 |
| HCM 6th LOS | B |























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 920 | 98 | 80 | 1075 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 800 | 85 | 70 | 935 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 920 | 98 | 80 | 1075 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1086 | 0 | 0 | 1018 | 0 | 0 | 1655 | 2200 | 460 | 1732 | 2287 | 538 |
| Stage 1 | - | - | - | - | - | - | 954 | 954 | - | 1235 | 1235 | - |
| Stage 2 | - | - | - | - | - | - | 701 | 1246 | - | 497 | 1052 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 638 | - | - | 677 | - | - | 64 | 44 | 548 | 56 | 39 | 488 |
| Stage 1 | - | - | - | - | - | - | 278 | 335 | - | 187 | 247 | - |
| Stage 2 | - | - | - | - | - | - | 395 | 244 | - | 523 | 302 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 638 | - | - | 677 | - | - | 54 | 38 | 548 | 45 | 33 | 488 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 157 | 129 | - | 130 | 114 | - |
| Stage 1 | - | - | - | - | - | - | 270 | 326 | - | 182 | 218 | - |
| Stage 2 | - | - | - | - | - | - | 331 | 215 | - | 463 | 294 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.8 | | | 29.5 | | | 25.9 | | |
| HCM LOS | | | | | | | D | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 154 | 548 | 638 | - | - | 677 | - | - | 195 |
| HCM Lane V/C Ratio | 0.373 | 0.073 | 0.027 | - | - | 0.119 | - | - | 0.118 |
| HCM Control Delay (s) | 41.7 | 12.1 | 10.8 | - | - | 11 | - | - | 25.9 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.6 | 0.2 | 0.1 | - | - | 0.4 | - | - | 0.4 |

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 950 | 22 | 39 | 1017 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 855 | 20 | 35 | 915 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 950 | 22 | 39 | 1017 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |






























| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1023 | 0 | 0 | 972 | 0 | 0 | 1581 | 2095 | 475 | 1614 | 2111 | 509 |
| Stage 1 | - | - | - | - | - | - | 994 | 994 | - | 1095 | 1095 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 1101 | - | 519 | 1016 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 674 | - | - | 705 | - | - | 73 | 52 | 536 | 69 | 50 | 509 |
| Stage 1 | - | - | - | - | - | - | 263 | 321 | - | 228 | 288 | - |
| Stage 2 | - | - | - | - | - | - | 463 | 286 | - | 508 | 314 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 674 | - | - | 705 | - | - | 67 | 48 | 536 | 60 | 46 | 509 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 172 | 147 | - | 156 | 144 | - |
| Stage 1 | - | - | - | - | - | - | 254 | 310 | - | 220 | 272 | - |
| Stage 2 | - | - | - | - | - | - | 433 | 270 | - | 461 | 304 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 22 | | | 20.8 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 273 | 674 | - | - | 705 | - | - | 239 |
| HCM Lane V/C Ratio | 0.224 | 0.033 | - | - | 0.055 | - | - | 0.046 |
| HCM Control Delay (s) | 22 | 10.5 | - | - | 10.4 | - | - | 20.8 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.8 | 0.1 | - | - | 0.2 | - | - | 0.1 |

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|---|--|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  |  |   |  |  |    |  |
| Traffic Volume (vph) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Future Volume (vph) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 912 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 11.0 | 28.0 | 28.0 | 10.0 | 27.0 | 16.0 | 10.0 | 21.0 | 21.0 | 16.0 | 27.0 | |
| Total Split (%) | 14.7% | 37.3% | 37.3% | 13.3% | 36.0% | 21.3% | 13.3% | 28.0% | 28.0% | 21.3% | 36.0% | |
| Maximum Green (s) | 7.0 | 22.5 | 22.5 | 6.0 | 21.5 | 12.0 | 6.0 | 15.4 | 15.4 | 12.0 | 21.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.90 | 0.66 | 0.21 | 0.55 | 0.73 | 0.48 | 0.66 | 0.85 | 0.19 | 0.97 | 0.66 | |
| Control Delay | 52.9 | 26.5 | 21.1 | 20.9 | 29.2 | 14.0 | 28.8 | 41.6 | 26.5 | 58.6 | 26.3 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

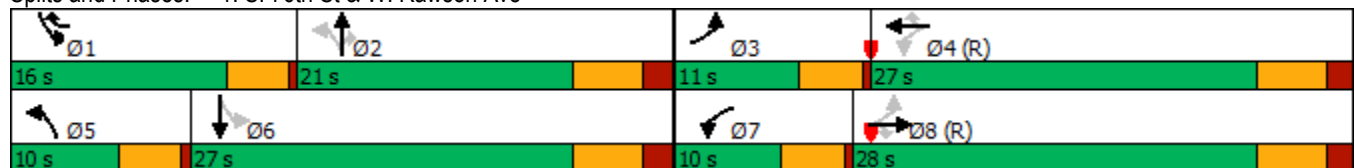


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.9 | 26.5 | 21.1 | 20.9 | 29.2 | 14.0 | 28.8 | 41.6 | 26.5 | 58.6 | 26.3 | |
| Queue Length 50th (ft) | 73 | 145 | 33 | 43 | 161 | 109 | 48 | 144 | 24 | 119 | 135 | |
| Queue Length 95th (ft) | #189 | 203 | 69 | 79 | 222 | 180 | #93 | #228 | 55 | #286 | 178 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 282 | 1043 | 470 | 292 | 1006 | 823 | 261 | 720 | 325 | 387 | 1387 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.90 | 0.66 | 0.21 | 0.55 | 0.73 | 0.48 | 0.66 | 0.85 | 0.19 | 0.97 | 0.66 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Future Volume (veh/h) | 245 | 660 | 150 | 155 | 705 | 610 | 165 | 585 | 95 | 360 | 665 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 693 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 311 | 1066 | 479 | 329 | 1028 | 716 | 309 | 707 | 318 | 404 | 1073 | 334 |
| Arrive On Green | 0.09 | 0.30 | 0.30 | 0.08 | 0.29 | 0.29 | 0.08 | 0.20 | 0.20 | 0.16 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3826 | 1192 |
| Grp Volume(v), veh/h | 255 | 688 | 97 | 161 | 734 | 394 | 172 | 609 | 61 | 375 | 610 | 302 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1641 |
| Q Serve(g_s), s | 7.0 | 12.8 | 3.4 | 4.7 | 14.0 | 13.6 | 5.8 | 12.5 | 2.4 | 12.0 | 11.9 | 12.1 |
| Cycle Q Clear(g_c), s | 7.0 | 12.8 | 3.4 | 4.7 | 14.0 | 13.6 | 5.8 | 12.5 | 2.4 | 12.0 | 11.9 | 12.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.73 |
| Lane Grp Cap(c), veh/h | 311 | 1066 | 479 | 329 | 1028 | 716 | 309 | 707 | 318 | 404 | 947 | 460 |
| V/C Ratio(X) | 0.82 | 0.65 | 0.20 | 0.49 | 0.71 | 0.55 | 0.56 | 0.86 | 0.19 | 0.93 | 0.64 | 0.66 |
| Avail Cap(c_a), veh/h | 311 | 1066 | 479 | 329 | 1028 | 716 | 309 | 724 | 325 | 404 | 964 | 468 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.4 | 22.6 | 19.3 | 17.5 | 23.8 | 15.0 | 21.9 | 29.0 | 24.9 | 20.0 | 23.7 | 23.8 |
| Incr Delay (d2), s/veh | 15.7 | 3.0 | 1.0 | 1.1 | 4.2 | 3.0 | 2.2 | 11.1 | 0.6 | 27.4 | 2.1 | 4.5 |
| 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(50%),veh/ln | 4.1 | 5.1 | 1.3 | 1.8 | 5.8 | 4.7 | 2.4 | 5.9 | 0.9 | 7.4 | 4.5 | 4.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.1 | 25.6 | 20.3 | 18.6 | 28.0 | 18.1 | 24.0 | 40.1 | 25.5 | 47.5 | 25.8 | 28.2 |
| LnGrp LOS | D | C | C | B | C | B | C | D | C | D | C | C |
| Approach Vol, veh/h | | 1040 | | | 1289 | | | 842 | | | 1287 | |
| Approach Delay, s/veh | | 27.7 | | | 23.8 | | | 35.8 | | | 32.7 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.0 | 20.6 | 11.0 | 27.4 | 10.0 | 26.6 | 10.0 | 28.4 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 12.0 | * 15 | 7.0 | * 22 | 6.0 | * 21 | 6.0 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.0 | 14.5 | 9.0 | 16.0 | 7.8 | 14.1 | 6.7 | 14.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | 0.0 | 2.8 | 0.0 | 4.6 | 0.0 | 2.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 29.5 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023

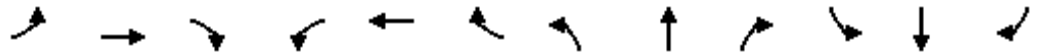


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 750 | 0 | 109 | 908 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.3 | | 11.1 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 38.9% | | 17.1% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.5 | | 6.3 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.33 | | 0.25 | 0.52 | |
| Control Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 16.0 | | 10.3 | 19.0 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 16.0 | | 10.3 | 19.0 | |
| Queue Length 50th (ft) | 13 | 49 | | 12 | 30 | | 15 | 94 | | 22 | 165 | |
| Queue Length 95th (ft) | 33 | 97 | | 31 | 67 | | 35 | 130 | | 46 | #239 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 389 | 296 | | 379 | 298 | | 294 | 2245 | | 434 | 1735 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.33 | | 0.25 | 0.52 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Future Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 670 | 20 | 100 | 805 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 728 | 22 | 109 | 875 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 392 | 24 | 275 | 347 | 37 | 259 | 353 | 1738 | 52 | 424 | 1513 | 57 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.07 | 0.35 | 0.35 | 0.08 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 130 | 1475 | 1781 | 204 | 1412 | 1781 | 4913 | 148 | 1781 | 4155 | 156 |
| Grp Volume(v), veh/h | 54 | 0 | 136 | 49 | 0 | 87 | 76 | 476 | 274 | 109 | 520 | 388 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1605 | 1781 | 0 | 1616 | 1781 | 1609 | 1844 | 1781 | 1234 | 1842 |
| Q Serve(g_s), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 7.3 | 7.3 | 2.4 | 11.0 | 11.0 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 7.3 | 7.3 | 2.4 | 11.0 | 11.0 |
| Prop In Lane | 1.00 | | 0.92 | 1.00 | | 0.87 | 1.00 | | 0.08 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 392 | 0 | 299 | 347 | 0 | 296 | 353 | 1138 | 652 | 424 | 899 | 671 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.45 | 0.14 | 0.00 | 0.29 | 0.22 | 0.42 | 0.42 | 0.26 | 0.58 | 0.58 |
| Avail Cap(c_a), veh/h | 454 | 0 | 299 | 415 | 0 | 298 | 395 | 1138 | 652 | 455 | 899 | 671 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.5 | 19.6 | 0.0 | 22.9 | 12.3 | 15.9 | 15.9 | 11.6 | 16.6 | 16.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 1.1 | 0.2 | 0.0 | 0.5 | 0.3 | 1.1 | 2.0 | 0.3 | 2.7 | 3.6 |
| 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(50%),veh/ln | 0.6 | 0.0 | 1.9 | 0.6 | 0.0 | 1.2 | 0.6 | 2.4 | 3.0 | 0.8 | 2.9 | 4.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 24.6 | 19.8 | 0.0 | 23.5 | 12.6 | 17.1 | 17.9 | 11.9 | 19.3 | 20.3 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | C |
| Approach Vol, veh/h | | 190 | | | 136 | | | 826 | | | 1017 | |
| Approach Delay, s/veh | | 23.1 | | | 22.1 | | | 16.9 | | | 18.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 28.8 | 7.2 | 19.0 | 9.3 | 29.5 | 7.0 | 19.2 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.3 | 19.5 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.4 | 9.3 | 3.5 | 5.0 | 3.7 | 13.0 | 3.4 | 6.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.1 | 0.0 | 0.2 | 0.0 | 2.9 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.7 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1098 | 98 | 43 | 1549 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 1010 | 90 | 40 | 1425 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1098 | 98 | 43 | 1549 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1560 | 0 | 0 | 1196 | 0 | 0 | 1993 | 2776 | 549 | 2216 | 2863 | 775 |
| Stage 1 | - | - | - | - | - | - | 1130 | 1130 | - | 1635 | 1635 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 1646 | - | 581 | 1228 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 420 | - | - | 969 | - | - | *68 | *14 | *654 | *36 | 11 | 341 |
| Stage 1 | - | - | - | - | - | - | *617 | *541 | - | *105 | 157 | - |
| Stage 2 | - | - | - | - | - | - | *316 | *155 | - | *617 | 507 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 420 | - | - | 969 | - | - | *59 | *13 | *654 | *32 | 11 | 341 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *190 | *100 | - | *84 | 106 | - |
| Stage 1 | - | - | - | - | - | - | *593 | *520 | - | *101 | 150 | - |
| Stage 2 | - | - | - | - | - | - | *282 | *148 | - | *559 | 487 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 18.6 | | | 33.7 | | |
| HCM LOS | | | | | | | C | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 190 | 654 | 420 | - | - | 969 | - | - | 147 |
| HCM Lane V/C Ratio | 0.172 | 0.058 | 0.039 | - | - | 0.045 | - | - | 0.148 |
| HCM Control Delay (s) | 27.8 | 10.8 | 13.9 | - | - | 8.9 | - | - | 33.7 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.6 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1141 | 33 | 43 | 1489 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1050 | 30 | 40 | 1370 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1141 | 33 | 43 | 1489 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1494 | 0 | 0 | 1174 | 0 | 0 | 2058 | 2807 | 571 | 2232 | 2835 | 745 |
| Stage 1 | - | - | - | - | - | - | 1227 | 1227 | - | 1575 | 1575 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 1580 | - | 657 | 1260 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 445 | - | - | *978 | - | - | 56 | 13 | *654 | *34 | 12 | 357 |
| Stage 1 | - | - | - | - | - | - | 567 | 507 | - | *115 | 169 | - |
| Stage 2 | - | - | - | - | - | - | 330 | 168 | - | *617 | 481 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 445 | - | - | *978 | - | - | 50 | 11 | *654 | *29 | 10 | 357 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 181 | 89 | - | *85 | 108 | - |
| Stage 1 | - | - | - | - | - | - | 512 | 458 | - | *104 | 162 | - |
| Stage 2 | - | - | - | - | - | - | 311 | 161 | - | *525 | 434 | - |

























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.3 | 19.5 | 33.5 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 313 | 445 | - | - | * 978 | - | - | 137 |
| HCM Lane V/C Ratio | 0.208 | 0.098 | - | - | 0.044 | - | - | 0.079 |
| HCM Control Delay (s) | 19.5 | 14 | - | - | 8.9 | - | - | 33.5 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.8 | 0.3 | - | - | 0.1 | - | - | 0.3 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Future Volume (vph) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 755 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 18.0 | 18.0 | 10.0 | 18.0 | 10.0 | 10.0 | 22.0 | 22.0 | 10.0 | 22.0 | |
| Total Split (%) | 16.7% | 30.0% | 30.0% | 16.7% | 30.0% | 16.7% | 16.7% | 36.7% | 36.7% | 16.7% | 36.7% | |
| Maximum Green (s) | 6.0 | 12.5 | 12.5 | 6.0 | 12.5 | 6.0 | 6.0 | 16.4 | 16.4 | 6.0 | 16.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.86 | 0.73 | 0.30 | 0.48 | 0.64 | 0.49 | 0.60 | 0.55 | 0.15 | 0.74 | 0.58 | |
| Control Delay | 43.1 | 29.2 | 22.8 | 17.7 | 26.2 | 16.7 | 18.5 | 21.3 | 17.7 | 25.6 | 21.0 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

07/25/2023

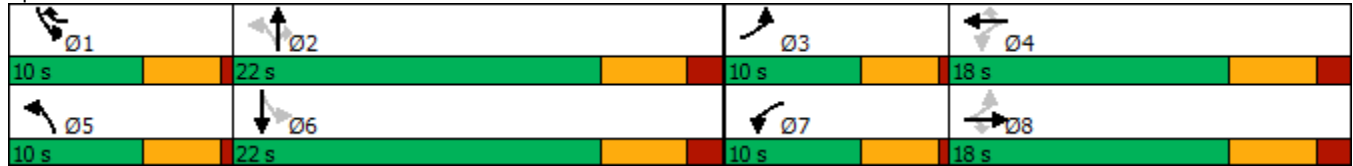


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.1 | 29.2 | 22.8 | 17.7 | 26.2 | 16.7 | 18.5 | 21.3 | 17.7 | 25.6 | 21.0 | |
| Queue Length 50th (ft) | 76 | 115 | 35 | 33 | 81 | 80 | 41 | 85 | 18 | 62 | 85 | |
| Queue Length 95th (ft) | #165 | #198 | 75 | 67 | 124 | 144 | #81 | 127 | 44 | #138 | 120 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 350 | 851 | 383 | 307 | 736 | 634 | 341 | 965 | 435 | 389 | 1318 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.73 | 0.30 | 0.48 | 0.63 | 0.49 | 0.60 | 0.55 | 0.15 | 0.74 | 0.57 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Future Volume (veh/h) | 290 | 600 | 175 | 140 | 445 | 480 | 195 | 505 | 100 | 275 | 485 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 505 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 367 | 766 | 345 | 324 | 732 | 493 | 389 | 909 | 409 | 411 | 871 | 405 |
| Arrive On Green | 0.10 | 0.22 | 0.22 | 0.09 | 0.21 | 0.21 | 0.10 | 0.26 | 0.26 | 0.10 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 302 | 625 | 113 | 146 | 464 | 310 | 203 | 526 | 65 | 286 | 505 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 6.0 | 9.8 | 3.5 | 3.7 | 7.0 | 9.7 | 4.8 | 7.6 | 1.8 | 6.0 | 7.6 | 8.2 |
| Cycle Q Clear(g_c), s | 6.0 | 9.8 | 3.5 | 3.7 | 7.0 | 9.7 | 4.8 | 7.6 | 1.8 | 6.0 | 7.6 | 8.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 367 | 766 | 345 | 324 | 732 | 493 | 389 | 909 | 409 | 411 | 871 | 405 |
| V/C Ratio(X) | 0.82 | 0.82 | 0.33 | 0.45 | 0.63 | 0.63 | 0.52 | 0.58 | 0.16 | 0.70 | 0.58 | 0.62 |
| Avail Cap(c_a), veh/h | 367 | 766 | 345 | 341 | 757 | 504 | 389 | 994 | 447 | 411 | 952 | 443 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.5 | 21.7 | 19.2 | 16.4 | 21.0 | 17.2 | 14.2 | 18.8 | 16.7 | 16.3 | 18.8 | 19.1 |
| Incr Delay (d2), s/veh | 14.1 | 6.8 | 0.5 | 1.0 | 1.7 | 2.4 | 1.3 | 1.3 | 0.4 | 5.1 | 1.4 | 3.7 |
| 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(50%),veh/ln | 4.2 | 4.2 | 1.2 | 1.3 | 2.6 | 3.3 | 1.7 | 2.8 | 0.6 | 2.9 | 2.7 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.6 | 28.5 | 19.7 | 17.4 | 22.7 | 19.6 | 15.5 | 20.2 | 17.1 | 21.4 | 20.2 | 22.8 |
| LnGrp LOS | C | C | B | B | C | B | B | C | B | C | C | C |
| Approach Vol, veh/h | | 1040 | | | 920 | | | 794 | | | 1041 | |
| Approach Delay, s/veh | | 29.0 | | | 20.8 | | | 18.7 | | | 21.2 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 20.6 | 10.0 | 17.6 | 10.0 | 20.6 | 9.4 | 18.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 6.0 | * 16 | 6.0 | * 13 | 6.0 | * 16 | 6.0 | * 13 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 9.6 | 8.0 | 11.7 | 6.8 | 10.2 | 5.7 | 11.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.3 | 0.0 | 3.5 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 22.7 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 673 | 0 | 95 | 710 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 11.0 | 25.6 | | 10.8 | 25.4 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.9% | 39.4% | | 16.6% | 39.1% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.2 | 19.8 | | 6.0 | 19.6 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.26 | 0.30 | | 0.20 | 0.41 | |
| Control Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.7 | 15.5 | | 10.0 | 17.2 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.7 | 15.5 | | 10.0 | 17.2 | |
| Queue Length 50th (ft) | 14 | 41 | | 11 | 41 | | 19 | 82 | | 19 | 122 | |
| Queue Length 95th (ft) | 35 | 85 | | 30 | 85 | | 41 | 115 | | 41 | 173 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 383 | 297 | | 383 | 299 | | 365 | 2256 | | 466 | 1711 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.26 | 0.30 | | 0.20 | 0.41 | |

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

07/25/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Future Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 615 | 25 | 90 | 610 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 647 | 26 | 95 | 642 | 68 |
| 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 | 2 | 2 | 2 |
| Cap, veh/h | 371 | 29 | 277 | 368 | 41 | 256 | 412 | 1724 | 69 | 441 | 1370 | 144 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.08 | 0.35 | 0.35 | 0.08 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 153 | 1456 | 1781 | 223 | 1396 | 1781 | 4858 | 195 | 1781 | 3860 | 406 |
| Grp Volume(v), veh/h | 58 | 0 | 116 | 47 | 0 | 116 | 95 | 428 | 245 | 95 | 409 | 301 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1608 | 1781 | 0 | 1619 | 1781 | 1609 | 1835 | 1781 | 1234 | 1797 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 6.4 | 6.5 | 2.1 | 8.3 | 8.4 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 6.4 | 6.5 | 2.1 | 8.3 | 8.4 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.86 | 1.00 | | 0.11 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 371 | 0 | 306 | 368 | 0 | 297 | 412 | 1141 | 651 | 441 | 876 | 638 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.38 | 0.13 | 0.00 | 0.39 | 0.23 | 0.37 | 0.38 | 0.22 | 0.47 | 0.47 |
| Avail Cap(c_a), veh/h | 429 | 0 | 306 | 438 | 0 | 299 | 447 | 1141 | 651 | 471 | 876 | 638 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.0 | 19.6 | 0.0 | 23.3 | 11.8 | 15.6 | 15.6 | 11.5 | 16.2 | 16.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 0.2 | 0.0 | 0.8 | 0.3 | 0.9 | 1.7 | 0.2 | 1.8 | 2.5 |
| 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(50%),veh/ln | 0.7 | 0.0 | 1.6 | 0.5 | 0.0 | 1.6 | 0.7 | 2.1 | 2.6 | 0.7 | 2.2 | 3.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 23.7 | 19.7 | 0.0 | 24.2 | 12.0 | 16.5 | 17.3 | 11.7 | 18.0 | 18.7 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 174 | | | 163 | | | 768 | | | 805 | |
| Approach Delay, s/veh | | 22.3 | | | 22.9 | | | 16.2 | | | 17.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.7 | 28.9 | 7.4 | 19.0 | 9.7 | 28.9 | 6.9 | 19.5 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 19.8 | 6.0 | 12.0 | 6.2 | 19.6 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.1 | 8.5 | 3.7 | 6.1 | 4.1 | 10.4 | 3.3 | 6.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.3 | 0.0 | 2.8 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.9 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

07/25/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1006 | 98 | 80 | 1155 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |

Intersection

Int Delay, s/veh 2.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 875 | 85 | 70 | 1005 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1006 | 98 | 80 | 1155 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 1166 | 0 | 0 | 1104 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 595 | - | - | 628 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 595 | - | - | 628 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|----|
| HCM Control Delay, s | 0.2 | 0.7 | 34.4 | 29 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 136 | 514 | 595 | - | - | 628 | - | - | 173 |
| HCM Lane V/C Ratio | 0.423 | 0.078 | 0.029 | - | - | 0.128 | - | - | 0.133 |
| HCM Control Delay (s) | 49.6 | 12.6 | 11.2 | - | - | 11.6 | - | - | 29 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.8 | 0.3 | 0.1 | - | - | 0.4 | - | - | 0.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1033 | 22 | 39 | 1094 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
8: Drwy #7 (AF Dental Access) & W. Rawson Ave

07/25/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 930 | 20 | 35 | 985 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1033 | 22 | 39 | 1094 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1100 | 0 | 0 | 1055 | 0 | 0 | 1702 | 2255 | 517 | 1733 | 2271 | 547 |
| Stage 1 | - | - | - | - | - | - | 1077 | 1077 | - | 1172 | 1172 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 1178 | - | 561 | 1099 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 630 | - | - | 656 | - | - | 59 | 41 | 503 | 56 | 40 | 481 |
| Stage 1 | - | - | - | - | - | - | 234 | 293 | - | 204 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 263 | - | 480 | 287 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 630 | - | - | 656 | - | - | 54 | 37 | 503 | 49 | 36 | 481 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 153 | 131 | - | 139 | 127 | - |
| Stage 1 | - | - | - | - | - | - | 226 | 283 | - | 197 | 248 | - |
| Stage 2 | - | - | - | - | - | - | 408 | 247 | - | 433 | 277 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 24.3 | | | 22.6 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 247 | 630 | - | - | 656 | - | - | 216 |
| HCM Lane V/C Ratio | 0.247 | 0.035 | - | - | 0.059 | - | - | 0.051 |
| HCM Control Delay (s) | 24.3 | 10.9 | - | - | 10.8 | - | - | 22.6 |
| HCM Lane LOS | C | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0.1 | - | - | 0.2 | - | - | 0.2 |

























Appendix G

Total Traffic with Improvements Operational Analysis

- 2024 Total with Improvements
- 2039 Total with Improvements

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Future Volume (vph) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 901 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 20.4 | 20.4 | 10.0 | 20.4 | 14.0 | 10.0 | 20.6 | 20.6 | 14.0 | 24.6 | |
| Total Split (%) | 15.4% | 31.4% | 31.4% | 15.4% | 31.4% | 21.5% | 15.4% | 31.7% | 31.7% | 21.5% | 37.8% | |
| Maximum Green (s) | 6.0 | 14.9 | 14.9 | 6.0 | 14.9 | 10.0 | 6.0 | 15.0 | 15.0 | 10.0 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.86 | 0.80 | 0.24 | 0.60 | 0.83 | 0.54 | 0.50 | 0.73 | 0.18 | 0.89 | 0.57 | |
| Control Delay | 46.0 | 33.3 | 22.6 | 23.3 | 34.8 | 15.7 | 13.9 | 28.1 | 19.4 | 40.0 | 20.8 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

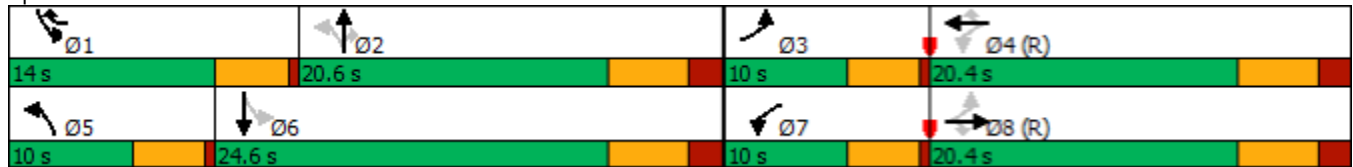


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.0 | 33.3 | 22.6 | 23.3 | 34.8 | 15.7 | 13.9 | 28.1 | 19.4 | 40.0 | 20.8 | |
| Queue Length 50th (ft) | 66 | 126 | 28 | 45 | 132 | 106 | 10 | 132 | 25 | 91 | 112 | |
| Queue Length 95th (ft) | #155 | #204 | 63 | #89 | #215 | 183 | 31 | 185 | 60 | #223 | 151 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 291 | 797 | 359 | 294 | 804 | 740 | 305 | 810 | 365 | 410 | 1571 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.80 | 0.24 | 0.60 | 0.83 | 0.54 | 0.50 | 0.73 | 0.18 | 0.89 | 0.57 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ |
| Traffic Volume (veh/h) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Future Volume (veh/h) | 240 | 615 | 135 | 170 | 640 | 620 | 145 | 570 | 100 | 350 | 655 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 682 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 298 | 802 | 360 | 314 | 808 | 607 | 353 | 814 | 366 | 433 | 1129 | 357 |
| Arrive On Green | 0.09 | 0.23 | 0.23 | 0.09 | 0.23 | 0.23 | 0.03 | 0.08 | 0.08 | 0.15 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3811 | 1205 |
| Grp Volume(v), veh/h | 250 | 641 | 87 | 177 | 667 | 400 | 151 | 594 | 65 | 365 | 603 | 298 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1639 |
| Q Serve(g_s), s | 6.0 | 11.2 | 2.9 | 4.9 | 11.7 | 13.5 | 4.1 | 10.7 | 2.5 | 9.9 | 9.9 | 10.2 |
| Cycle Q Clear(g_c), s | 6.0 | 11.2 | 2.9 | 4.9 | 11.7 | 13.5 | 4.1 | 10.7 | 2.5 | 9.9 | 9.9 | 10.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 298 | 802 | 360 | 314 | 808 | 607 | 353 | 814 | 366 | 433 | 1001 | 486 |
| V/C Ratio(X) | 0.84 | 0.80 | 0.24 | 0.56 | 0.83 | 0.66 | 0.43 | 0.73 | 0.18 | 0.84 | 0.60 | 0.61 |
| Avail Cap(c_a), veh/h | 298 | 802 | 360 | 314 | 808 | 607 | 360 | 814 | 366 | 433 | 1001 | 486 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.7 | 23.6 | 20.4 | 17.9 | 23.8 | 16.5 | 17.9 | 28.0 | 24.2 | 15.9 | 19.6 | 19.7 |
| Incr Delay (d2), s/veh | 18.6 | 8.2 | 1.6 | 2.3 | 9.4 | 5.5 | 0.8 | 4.1 | 0.5 | 13.9 | 1.6 | 3.4 |
| 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(50%),veh/ln | 4.1 | 5.0 | 1.1 | 1.9 | 5.3 | 5.0 | 1.6 | 5.1 | 0.9 | 4.9 | 3.6 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.3 | 31.8 | 22.0 | 20.2 | 33.2 | 22.1 | 18.8 | 32.2 | 24.7 | 29.9 | 21.1 | 23.0 |
| LnGrp LOS | D | C | C | C | C | C | B | C | C | C | C | C |
| Approach Vol, veh/h | | 978 | | | 1244 | | | 810 | | | 1266 | |
| Approach Delay, s/veh | | 32.9 | | | 27.8 | | | 29.1 | | | 24.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.0 | 20.6 | 10.0 | 20.4 | 9.7 | 24.9 | 10.0 | 20.4 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 10.0 | * 15 | 6.0 | * 15 | 6.0 | * 19 | 6.0 | * 15 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.9 | 12.7 | 8.0 | 15.5 | 6.1 | 12.2 | 6.9 | 13.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 28.1 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 718 | 0 | 109 | 897 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.4 | | 11.0 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 39.1% | | 16.9% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.6 | | 6.2 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.32 | | 0.24 | 0.52 | |
| Control Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 15.9 | | 6.3 | 16.0 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023

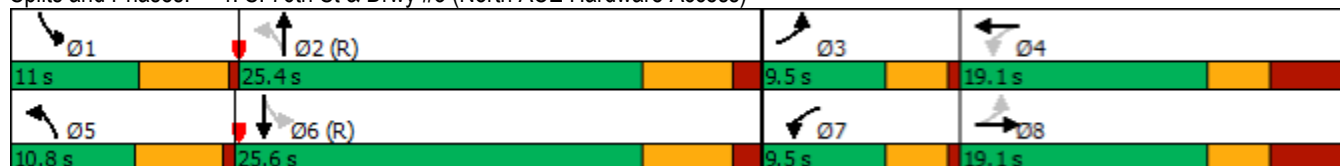


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 15.9 | | 6.3 | 16.0 | |
| Queue Length 50th (ft) | 13 | 49 | | 12 | 30 | | 15 | 89 | | 14 | 165 | |
| Queue Length 95th (ft) | 33 | 97 | | 31 | 67 | | 35 | 124 | | m29 | #243 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | | 415 |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 389 | 296 | | 379 | 298 | | 294 | 2246 | | 447 | 1733 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.32 | | 0.24 | 0.52 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Future Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 640 | 20 | 100 | 795 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 696 | 22 | 109 | 864 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 392 | 24 | 275 | 347 | 37 | 259 | 337 | 1735 | 55 | 433 | 1512 | 58 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.07 | 0.35 | 0.35 | 0.03 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1781 | 130 | 1475 | 1781 | 204 | 1412 | 1781 | 4905 | 155 | 1781 | 4152 | 158 |
| Grp Volume(v), veh/h | 54 | 0 | 136 | 49 | 0 | 87 | 76 | 456 | 262 | 109 | 513 | 384 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1605 | 1781 | 0 | 1616 | 1781 | 1609 | 1843 | 1781 | 1234 | 1842 |
| Q Serve(g_s), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 6.9 | 7.0 | 2.4 | 12.8 | 12.8 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 6.9 | 7.0 | 2.4 | 12.8 | 12.8 |
| Prop In Lane | 1.00 | | 0.92 | 1.00 | | 0.87 | 1.00 | | 0.08 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 392 | 0 | 299 | 347 | 0 | 296 | 337 | 1138 | 652 | 433 | 899 | 671 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.45 | 0.14 | 0.00 | 0.29 | 0.23 | 0.40 | 0.40 | 0.25 | 0.57 | 0.57 |
| Avail Cap(c_a), veh/h | 454 | 0 | 299 | 415 | 0 | 298 | 379 | 1138 | 652 | 462 | 899 | 671 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.5 | 19.6 | 0.0 | 22.9 | 12.6 | 15.8 | 15.8 | 12.2 | 23.8 | 23.8 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 1.1 | 0.2 | 0.0 | 0.5 | 0.3 | 1.1 | 1.8 | 0.3 | 2.6 | 3.5 |
| 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(50%),veh/ln | 0.6 | 0.0 | 1.9 | 0.6 | 0.0 | 1.2 | 0.6 | 2.3 | 2.8 | 0.9 | 4.3 | 6.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 24.6 | 19.8 | 0.0 | 23.5 | 12.9 | 16.9 | 17.7 | 12.5 | 26.4 | 27.3 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | C | C |
| Approach Vol, veh/h | | 190 | | | 136 | | | 794 | | | 1006 | |
| Approach Delay, s/veh | | 23.1 | | | 22.1 | | | 16.8 | | | 25.3 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 28.8 | 7.2 | 19.0 | 9.3 | 29.5 | 7.0 | 19.2 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.2 | 19.6 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.4 | 9.0 | 3.5 | 5.0 | 3.7 | 14.8 | 3.4 | 6.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.1 | 0.0 | 0.2 | 0.0 | 2.3 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.7 |
| HCM 6th LOS | C |























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  |  |
| Traffic Volume (vph) | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1043 | 98 | 43 | 1505 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↗ | ↘ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 960 | 90 | 40 | 1385 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1043 | 98 | 43 | 1505 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 1516 | 0 | 0 | 1141 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 437 | - | - | 976 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | | - | - | 1 |
| Mov Cap-1 Maneuver | 437 | - | - | 976 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 0.2 | 17.9 | 31.8 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 200 | 684 | 437 | - | - | 976 | - | - | 156 |
| HCM Lane V/C Ratio | 0.163 | 0.056 | 0.037 | - | - | 0.045 | - | - | 0.139 |
| HCM Control Delay (s) | 26.5 | 10.6 | 13.6 | - | - | 8.9 | - | - | 31.8 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.6 | 0.2 | 0.1 | - | - | 0.1 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | | ↷ | | | ↷ | |
| Traffic Volume (vph) | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1087 | 33 | 43 | 1446 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1000 | 30 | 40 | 1330 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1087 | 33 | 43 | 1446 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1451 | 0 | 0 | 1120 | 0 | 0 | 1982 | 2710 | 544 | 2162 | 2738 | 723 |
| Stage 1 | - | - | - | - | - | - | 1173 | 1173 | - | 1532 | 1532 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 1537 | - | 630 | 1206 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 463 | - | - | 1003 | - | - | 64 | 17 | *684 | *39 | 16 | 369 |
| Stage 1 | - | - | - | - | - | - | 559 | 508 | - | *122 | 177 | - |
| Stage 2 | - | - | - | - | - | - | 340 | 176 | - | *645 | 483 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 463 | - | - | 1003 | - | - | 57 | 15 | *684 | *33 | 14 | 369 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 187 | 94 | - | *91 | 113 | - |
| Stage 1 | - | - | - | - | - | - | 507 | 461 | - | *111 | 169 | - |
| Stage 2 | - | - | - | - | - | - | 321 | 168 | - | *553 | 438 | - |

























| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.5 | 0.3 | 18.8 | 31.6 |
| HCM LOS | | | C | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 325 | 463 | - | - | 1003 | - | - | 146 |
| HCM Lane V/C Ratio | 0.201 | 0.094 | - | - | 0.043 | - | - | 0.074 |
| HCM Control Delay (s) | 18.8 | 13.6 | - | - | 8.8 | - | - | 31.6 |
| HCM Lane LOS | C | B | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0.1 | - | - | 0.2 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Future Volume (vph) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 755 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 19.0 | 19.0 | 10.0 | 19.0 | 10.0 | 10.0 | 21.0 | 21.0 | 10.0 | 21.0 | |
| Total Split (%) | 16.7% | 31.7% | 31.7% | 16.7% | 31.7% | 16.7% | 16.7% | 35.0% | 35.0% | 16.7% | 35.0% | |
| Maximum Green (s) | 6.0 | 13.5 | 13.5 | 6.0 | 13.5 | 6.0 | 6.0 | 15.4 | 15.4 | 6.0 | 15.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.77 | 0.80 | 0.29 | 0.58 | 0.54 | 0.49 | 0.55 | 0.59 | 0.19 | 0.75 | 0.61 | |
| Control Delay | 29.9 | 31.5 | 22.0 | 20.2 | 23.6 | 16.1 | 17.4 | 22.7 | 19.0 | 28.1 | 22.1 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.9 | 31.5 | 22.0 | 20.2 | 23.6 | 16.1 | 17.4 | 22.7 | 19.0 | 28.1 | 22.1 | |
| Queue Length 50th (ft) | 72 | 111 | 31 | 41 | 71 | 82 | 38 | 89 | 22 | 63 | 87 | |
| Queue Length 95th (ft) | #162 | #183 | 68 | #80 | 110 | 146 | 73 | 134 | 52 | #146 | 123 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 388 | 794 | 358 | 314 | 794 | 655 | 332 | 907 | 409 | 373 | 1238 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.77 | 0.78 | 0.29 | 0.58 | 0.53 | 0.49 | 0.55 | 0.59 | 0.19 | 0.75 | 0.61 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave

| | | | |
|------|------|------|------|
| Ø1 | Ø2 | Ø3 | Ø4 |
| 10 s | 21 s | 10 s | 19 s |
| Ø5 | Ø6 | Ø7 | Ø8 |
| 10 s | 21 s | 10 s | 19 s |

HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Future Volume (veh/h) | 285 | 595 | 160 | 175 | 405 | 500 | 175 | 515 | 120 | 270 | 485 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 505 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 381 | 765 | 344 | 339 | 765 | 505 | 383 | 898 | 404 | 400 | 860 | 401 |
| Arrive On Green | 0.10 | 0.22 | 0.22 | 0.10 | 0.22 | 0.22 | 0.10 | 0.25 | 0.25 | 0.10 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3377 | 1573 |
| Grp Volume(v), veh/h | 297 | 620 | 103 | 182 | 422 | 323 | 182 | 536 | 78 | 281 | 505 | 250 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1573 |
| Q Serve(g_s), s | 6.0 | 9.8 | 3.2 | 4.6 | 6.3 | 10.3 | 4.3 | 7.9 | 2.3 | 6.0 | 7.7 | 8.3 |
| Cycle Q Clear(g_c), s | 6.0 | 9.8 | 3.2 | 4.6 | 6.3 | 10.3 | 4.3 | 7.9 | 2.3 | 6.0 | 7.7 | 8.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 381 | 765 | 344 | 339 | 765 | 505 | 383 | 898 | 404 | 400 | 860 | 401 |
| V/C Ratio(X) | 0.78 | 0.81 | 0.30 | 0.54 | 0.55 | 0.64 | 0.48 | 0.60 | 0.19 | 0.70 | 0.59 | 0.62 |
| Avail Cap(c_a), veh/h | 381 | 808 | 363 | 339 | 808 | 525 | 383 | 922 | 415 | 400 | 883 | 411 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 21.9 | 19.3 | 16.3 | 20.5 | 17.2 | 14.4 | 19.3 | 17.2 | 16.7 | 19.2 | 19.4 |
| Incr Delay (d2), s/veh | 10.0 | 6.0 | 0.5 | 1.7 | 0.7 | 2.5 | 0.9 | 1.6 | 0.5 | 5.5 | 1.6 | 4.2 |
| 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(50%),veh/ln | 3.7 | 4.1 | 1.1 | 1.7 | 2.3 | 3.4 | 1.5 | 2.9 | 0.8 | 2.9 | 2.7 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 29.0 | 27.9 | 19.8 | 18.0 | 21.2 | 19.6 | 15.3 | 20.9 | 17.7 | 22.1 | 20.8 | 23.6 |
| LnGrp LOS | C | C | B | B | C | B | B | C | B | C | C | C |
| Approach Vol, veh/h | | 1020 | | | 927 | | | 796 | | | 1036 | |
| Approach Delay, s/veh | | 27.4 | | | 20.0 | | | 19.3 | | | 21.9 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 20.6 | 10.0 | 18.3 | 10.0 | 20.6 | 10.0 | 18.3 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 6.0 | * 15 | 6.0 | * 14 | 6.0 | * 15 | 6.0 | * 14 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 9.9 | 8.0 | 12.3 | 6.3 | 10.3 | 6.6 | 11.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.0 | 0.5 | 0.0 | 3.0 | 0.0 | 0.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 22.4 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 684 | 0 | 95 | 731 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.6 | | 10.8 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 39.4% | | 16.6% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.8 | | 6.0 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.27 | 0.30 | | 0.21 | 0.43 | |
| Control Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.9 | 15.6 | | 10.0 | 17.3 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 10.9 | 15.6 | | 10.0 | 17.3 | |
| Queue Length 50th (ft) | 14 | 41 | | 11 | 41 | | 19 | 84 | | 19 | 125 | |
| Queue Length 95th (ft) | 35 | 85 | | 30 | 85 | | 41 | 117 | | 41 | 178 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 383 | 297 | | 383 | 299 | | 355 | 2256 | | 459 | 1717 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.27 | 0.30 | | 0.21 | 0.43 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Future Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 625 | 25 | 90 | 630 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 658 | 26 | 95 | 663 | 68 |
| 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 | 2 | 2 | 2 |
| Cap, veh/h | 371 | 29 | 277 | 368 | 41 | 256 | 406 | 1725 | 68 | 438 | 1374 | 140 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.08 | 0.35 | 0.35 | 0.08 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 153 | 1456 | 1781 | 223 | 1396 | 1781 | 4861 | 191 | 1781 | 3873 | 395 |
| Grp Volume(v), veh/h | 58 | 0 | 116 | 47 | 0 | 116 | 95 | 435 | 249 | 95 | 421 | 310 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1608 | 1781 | 0 | 1619 | 1781 | 1609 | 1836 | 1781 | 1234 | 1799 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 6.6 | 6.6 | 2.1 | 8.6 | 8.7 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 6.6 | 6.6 | 2.1 | 8.6 | 8.7 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.86 | 1.00 | | 0.10 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 371 | 0 | 306 | 368 | 0 | 297 | 406 | 1141 | 651 | 438 | 876 | 638 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.38 | 0.13 | 0.00 | 0.39 | 0.23 | 0.38 | 0.38 | 0.22 | 0.48 | 0.49 |
| Avail Cap(c_a), veh/h | 429 | 0 | 306 | 438 | 0 | 299 | 435 | 1141 | 651 | 467 | 876 | 638 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.0 | 19.6 | 0.0 | 23.3 | 11.8 | 15.6 | 15.7 | 11.5 | 16.3 | 16.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 0.2 | 0.0 | 0.8 | 0.3 | 1.0 | 1.7 | 0.2 | 1.9 | 2.6 |
| 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(50%),veh/ln | 0.7 | 0.0 | 1.6 | 0.5 | 0.0 | 1.6 | 0.7 | 2.2 | 2.6 | 0.7 | 2.3 | 3.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 23.7 | 19.7 | 0.0 | 24.2 | 12.1 | 16.6 | 17.4 | 11.8 | 18.2 | 19.0 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 174 | | | 163 | | | 779 | | | 826 | |
| Approach Delay, s/veh | | 22.3 | | | 22.9 | | | 16.3 | | | 17.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.7 | 28.9 | 7.4 | 19.0 | 9.7 | 28.9 | 6.9 | 19.5 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 19.8 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.1 | 8.6 | 3.7 | 6.1 | 4.1 | 10.7 | 3.3 | 6.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.3 | 0.0 | 2.9 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.0 |
| HCM 6th LOS | B |






















Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  | |  | |
| Traffic Volume (vph) | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1017 | 98 | 80 | 1172 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | | ↗ | ↘ | | ↔ | |
| Traffic Vol, veh/h | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 885 | 85 | 70 | 1020 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1017 | 98 | 80 | 1172 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1183 | 0 | 0 | 1115 | 0 | 0 | 1800 | 2394 | 509 | 1878 | 2481 | 586 |
| Stage 1 | - | - | - | - | - | - | 1051 | 1051 | - | 1332 | 1332 | - |
| Stage 2 | - | - | - | - | - | - | 749 | 1343 | - | 546 | 1149 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 586 | - | - | 622 | - | - | ~ 50 | 33 | 509 | 44 | 29 | 454 |
| Stage 1 | - | - | - | - | - | - | 243 | 302 | - | 163 | 222 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 219 | - | 490 | 271 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 586 | - | - | 622 | - | - | ~ 41 | 28 | 509 | 34 | 25 | 454 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 137 | 111 | - | 112 | 97 | - |
| Stage 1 | - | - | - | - | - | - | 236 | 293 | - | 158 | 193 | - |
| Stage 2 | - | - | - | - | - | - | 305 | 191 | - | 430 | 263 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.7 | | | 35.1 | | | 29.6 | | |
| HCM LOS | | | | | | | E | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 134 | 509 | 586 | - | - | 622 | - | - | 169 |
| HCM Lane V/C Ratio | 0.429 | 0.079 | 0.029 | - | - | 0.129 | - | - | 0.136 |
| HCM Control Delay (s) | 50.7 | 12.7 | 11.3 | - | - | 11.6 | - | - | 29.6 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.9 | 0.3 | 0.1 | - | - | 0.4 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1044 | 22 | 39 | 1111 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | | Stop |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 940 | 20 | 35 | 1000 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1044 | 22 | 39 | 1111 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

























| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1117 | 0 | 0 | 1066 | 0 | 0 | 1722 | 2283 | 522 | 1755 | 2299 | 556 |
| Stage 1 | - | - | - | - | - | - | 1088 | 1088 | - | 1189 | 1189 | - |
| Stage 2 | - | - | - | - | - | - | 634 | 1195 | - | 566 | 1110 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 621 | - | - | 649 | - | - | 57 | 39 | 499 | 54 | 38 | 475 |
| Stage 1 | - | - | - | - | - | - | 230 | 290 | - | 199 | 260 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 258 | - | 476 | 283 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 621 | - | - | 649 | - | - | 52 | 35 | 499 | 47 | 34 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 150 | 128 | - | 136 | 125 | - |
| Stage 1 | - | - | - | - | - | - | 222 | 280 | - | 192 | 244 | - |
| Stage 2 | - | - | - | - | - | - | 403 | 243 | - | 428 | 273 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 24.7 | | | 23 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 243 | 621 | - | - | 649 | - | - | 211 |
| HCM Lane V/C Ratio | 0.251 | 0.036 | - | - | 0.06 | - | - | 0.053 |
| HCM Control Delay (s) | 24.7 | 11 | - | - | 10.9 | - | - | 23 |
| HCM Lane LOS | | C | B | - | - | B | - | C |
| HCM 95th %tile Q(veh) | | 1 | 0.1 | - | - | 0.2 | - | 0.2 |

Lanes, Volumes, Timings
1: S. 76th St & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Future Volume (vph) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 927 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 11.0 | 28.0 | 28.0 | 10.0 | 27.0 | 16.0 | 10.0 | 21.0 | 21.0 | 16.0 | 27.0 | |
| Total Split (%) | 14.7% | 37.3% | 37.3% | 13.3% | 36.0% | 21.3% | 13.3% | 28.0% | 28.0% | 21.3% | 36.0% | |
| Maximum Green (s) | 7.0 | 22.5 | 22.5 | 6.0 | 21.5 | 12.0 | 6.0 | 15.4 | 15.4 | 12.0 | 21.4 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.90 | 0.68 | 0.21 | 0.72 | 0.73 | 0.49 | 0.67 | 0.88 | 0.23 | 0.97 | 0.67 | |
| Control Delay | 52.9 | 27.1 | 21.1 | 31.0 | 29.2 | 14.2 | 29.7 | 44.2 | 27.1 | 58.6 | 26.5 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

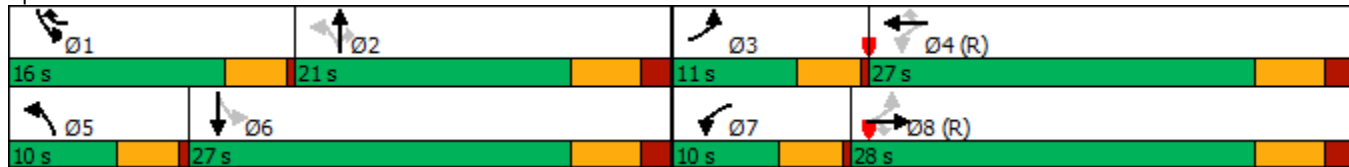


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.9 | 27.1 | 21.1 | 31.0 | 29.2 | 14.2 | 29.7 | 44.2 | 27.1 | 58.6 | 26.5 | |
| Queue Length 50th (ft) | 73 | 152 | 33 | 56 | 161 | 114 | 48 | 150 | 29 | 119 | 138 | |
| Queue Length 95th (ft) | #189 | 212 | 69 | #124 | 222 | 187 | #97 | #240 | 64 | #286 | 182 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 282 | 1043 | 470 | 282 | 1006 | 823 | 257 | 720 | 325 | 387 | 1389 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.90 | 0.68 | 0.21 | 0.72 | 0.73 | 0.49 | 0.67 | 0.88 | 0.23 | 0.97 | 0.67 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave



HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Future Volume (veh/h) | 245 | 685 | 150 | 195 | 705 | 630 | 165 | 605 | 115 | 360 | 680 | 210 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1841 | 1856 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 708 | 219 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 309 | 1056 | 475 | 319 | 1018 | 711 | 309 | 717 | 322 | 401 | 1090 | 333 |
| Arrive On Green | 0.09 | 0.30 | 0.30 | 0.08 | 0.29 | 0.29 | 0.08 | 0.20 | 0.20 | 0.16 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1753 | 3498 | 1572 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3847 | 1174 |
| Grp Volume(v), veh/h | 255 | 714 | 97 | 203 | 734 | 407 | 172 | 630 | 74 | 375 | 620 | 307 |
| Grp Sat Flow(s),veh/h/ln | 1753 | 1749 | 1572 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1644 |
| Q Serve(g_s), s | 7.0 | 13.4 | 3.4 | 6.0 | 14.0 | 14.3 | 5.8 | 13.0 | 2.9 | 12.0 | 12.1 | 12.3 |
| Cycle Q Clear(g_c), s | 7.0 | 13.4 | 3.4 | 6.0 | 14.0 | 14.3 | 5.8 | 13.0 | 2.9 | 12.0 | 12.1 | 12.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.71 |
| Lane Grp Cap(c), veh/h | 309 | 1056 | 475 | 319 | 1018 | 711 | 309 | 717 | 322 | 401 | 957 | 466 |
| V/C Ratio(X) | 0.83 | 0.68 | 0.20 | 0.64 | 0.72 | 0.57 | 0.56 | 0.88 | 0.23 | 0.94 | 0.65 | 0.66 |
| Avail Cap(c_a), veh/h | 309 | 1056 | 475 | 319 | 1018 | 711 | 309 | 724 | 325 | 401 | 964 | 469 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.6 | 23.0 | 19.5 | 18.6 | 24.0 | 15.3 | 21.7 | 29.0 | 25.0 | 19.9 | 23.6 | 23.7 |
| Incr Delay (d2), s/veh | 16.5 | 3.5 | 1.0 | 4.1 | 4.4 | 3.3 | 2.2 | 12.7 | 0.8 | 29.2 | 2.1 | 4.5 |
| 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(50%),veh/ln | 4.2 | 5.4 | 1.3 | 2.6 | 5.8 | 5.0 | 2.3 | 6.3 | 1.1 | 7.6 | 4.6 | 4.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.1 | 26.4 | 20.4 | 22.7 | 28.4 | 18.7 | 23.9 | 41.7 | 25.7 | 49.1 | 25.7 | 28.2 |
| LnGrp LOS | D | C | C | C | C | B | C | D | C | D | C | C |
| Approach Vol, veh/h | | 1066 | | | 1344 | | | 876 | | | 1302 | |
| Approach Delay, s/veh | | 28.4 | | | 24.6 | | | 36.9 | | | 33.0 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 16.0 | 20.8 | 11.0 | 27.2 | 10.0 | 26.8 | 10.0 | 28.2 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 12.0 | * 15 | 7.0 | * 22 | 6.0 | * 21 | 6.0 | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.0 | 15.0 | 9.0 | 16.3 | 7.8 | 14.3 | 8.0 | 15.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 0.0 | 2.7 | 0.0 | 4.6 | 0.0 | 2.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 30.2 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Future Volume (vph) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 136 | 0 | 49 | 87 | 0 | 76 | 794 | 0 | 109 | 968 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.2 | | 11.2 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 38.8% | | 17.2% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.4 | | 6.4 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.35 | | 0.26 | 0.56 | |
| Control Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 16.3 | | 10.4 | 19.9 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.3 | 29.4 | | 14.2 | 25.9 | | 11.2 | 16.3 | | 10.4 | 19.9 | |
| Queue Length 50th (ft) | 13 | 49 | | 12 | 30 | | 15 | 101 | | 22 | 180 | |
| Queue Length 95th (ft) | 33 | 97 | | 31 | 67 | | 35 | 139 | | 46 | #280 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 389 | 296 | | 379 | 298 | | 294 | 2240 | | 418 | 1735 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.46 | | 0.13 | 0.29 | | 0.26 | 0.35 | | 0.26 | 0.56 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary
 4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Future Volume (veh/h) | 50 | 10 | 115 | 45 | 10 | 70 | 70 | 710 | 20 | 100 | 860 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 54 | 11 | 125 | 49 | 11 | 76 | 76 | 772 | 22 | 109 | 935 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 392 | 24 | 275 | 347 | 37 | 259 | 338 | 1741 | 50 | 412 | 1517 | 53 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.07 | 0.35 | 0.35 | 0.08 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1781 | 130 | 1475 | 1781 | 204 | 1412 | 1781 | 4922 | 140 | 1781 | 4166 | 147 |
| Grp Volume(v), veh/h | 54 | 0 | 136 | 49 | 0 | 87 | 76 | 504 | 290 | 109 | 554 | 414 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1605 | 1781 | 0 | 1616 | 1781 | 1609 | 1845 | 1781 | 1234 | 1844 |
| Q Serve(g_s), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 7.8 | 7.8 | 2.4 | 11.9 | 12.0 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 4.9 | 1.4 | 0.0 | 3.0 | 1.7 | 7.8 | 7.8 | 2.4 | 11.9 | 12.0 |
| Prop In Lane | 1.00 | | 0.92 | 1.00 | | 0.87 | 1.00 | | 0.08 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 392 | 0 | 299 | 347 | 0 | 296 | 338 | 1138 | 653 | 412 | 899 | 672 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.45 | 0.14 | 0.00 | 0.29 | 0.22 | 0.44 | 0.44 | 0.26 | 0.62 | 0.62 |
| Avail Cap(c_a), veh/h | 454 | 0 | 299 | 415 | 0 | 298 | 380 | 1138 | 653 | 446 | 899 | 672 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.5 | 19.6 | 0.0 | 22.9 | 12.4 | 16.1 | 16.1 | 11.7 | 16.9 | 16.9 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 1.1 | 0.2 | 0.0 | 0.5 | 0.3 | 1.3 | 2.2 | 0.3 | 3.2 | 4.2 |
| 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(50%),veh/ln | 0.6 | 0.0 | 1.9 | 0.6 | 0.0 | 1.2 | 0.6 | 2.6 | 3.2 | 0.8 | 3.2 | 5.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 24.6 | 19.8 | 0.0 | 23.5 | 12.8 | 17.4 | 18.3 | 12.0 | 20.1 | 21.2 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | C | C |
| Approach Vol, veh/h | | 190 | | | 136 | | | 870 | | | 1077 | |
| Approach Delay, s/veh | | 23.1 | | | 22.1 | | | 17.3 | | | 19.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 28.8 | 7.2 | 19.0 | 9.3 | 29.5 | 7.0 | 19.2 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.4 | 19.4 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.4 | 9.8 | 3.5 | 5.0 | 3.7 | 14.0 | 3.4 | 6.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.2 | 0.0 | 0.2 | 0.0 | 2.8 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 19.2 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 16 | 1147 | 98 | 43 | 1614 | 11 | 0 | 33 | 38 | 0 | 21 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↘ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 1055 | 90 | 40 | 1485 | 10 | 30 | 0 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 1147 | 98 | 43 | 1614 | 11 | 33 | 0 | 38 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1625 | 0 | 0 | 1245 | 0 | 0 | 2075 | 2890 | 574 | 2306 | 2977 | 807 |
| Stage 1 | - | - | - | - | - | - | 1179 | 1179 | - | 1700 | 1700 | - |
| Stage 2 | - | - | - | - | - | - | 896 | 1711 | - | 606 | 1277 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 396 | - | - | 905 | - | - | *54 | *11 | *654 | *28 | 8 | 324 |
| Stage 1 | - | - | - | - | - | - | *617 | *541 | - | *96 | 146 | - |
| Stage 2 | - | - | - | - | - | - | *301 | *144 | - | *617 | 467 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 396 | - | - | 905 | - | - | *46 | *10 | *654 | *24 | 8 | 324 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *178 | *92 | - | *76 | 97 | - |
| Stage 1 | - | - | - | - | - | - | *592 | *519 | - | *92 | 139 | - |
| Stage 2 | - | - | - | - | - | - | *266 | *137 | - | *557 | 449 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 19.5 | | | 36.7 | | |
| HCM LOS | | | | | | | C | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 178 | 654 | 396 | - | - | 905 | - | - | 135 |
| HCM Lane V/C Ratio | 0.183 | 0.058 | 0.041 | - | - | 0.048 | - | - | 0.161 |
| HCM Control Delay (s) | 29.7 | 10.8 | 14.5 | - | - | 9.2 | - | - | 36.7 |
| HCM Lane LOS | D | B | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | 0.7 | 0.2 | 0.1 | - | - | 0.2 | - | - | 0.6 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↷ | ↶ | ↷ | ↷ | | ↷ | | | ↷ | |
| Traffic Volume (vph) | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Volume (vph) | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 1190 | 33 | 43 | 1554 | 5 | 0 | 65 | 0 | 0 | 10 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Future Vol, veh/h | 40 | 1095 | 30 | 40 | 1430 | 5 | 25 | 0 | 35 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1190 | 33 | 43 | 1554 | 5 | 27 | 0 | 38 | 5 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1559 | 0 | 0 | 1223 | 0 | 0 | 2139 | 2921 | 595 | 2321 | 2949 | 777 |
| Stage 1 | - | - | - | - | - | - | 1276 | 1276 | - | 1640 | 1640 | - |
| Stage 2 | - | - | - | - | - | - | 863 | 1645 | - | 681 | 1309 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 420 | - | - | 933 | - | - | 45 | 10 | *654 | *27 | 9 | 340 |
| Stage 1 | - | - | - | - | - | - | 509 | 468 | - | *104 | 157 | - |
| Stage 2 | - | - | - | - | - | - | 316 | 156 | - | *617 | 443 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 420 | - | - | 933 | - | - | 39 | 8 | *654 | *22 | 8 | 340 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 165 | 80 | - | *76 | 99 | - |
| Stage 1 | - | - | - | - | - | - | 457 | 420 | - | *93 | 150 | - |
| Stage 2 | - | - | - | - | - | - | 297 | 149 | - | *521 | 398 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.2 | | | 20.8 | | | 36.8 | | |
| HCM LOS | | | | | | | C | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 293 | 420 | - | - | 933 | - | - | 124 |
| HCM Lane V/C Ratio | 0.223 | 0.104 | - | - | 0.047 | - | - | 0.088 |
| HCM Control Delay (s) | 20.8 | 14.6 | - | - | 9 | - | - | 36.8 |
| HCM Lane LOS | C | B | - | - | A | - | - | E |
| HCM 95th %tile Q(veh) | 0.8 | 0.3 | - | - | 0.1 | - | - | 0.3 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Future Volume (vph) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Ideal Flow (vphpl) | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1900 | 1885 | 1885 | 1885 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | 0 | 300 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 805 | | | 265 | | | 315 | | | 680 | |
| Travel Time (s) | | 12.2 | | | 4.0 | | | 4.8 | | | 10.3 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 62% | 100% | 100% | 62% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 563 | 87 | 286 | 776 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | 8 | 4 | | 4 | 2 | | 2 | 6 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | 1 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | 12.0 | 6.0 | 12.0 | 6.0 | 6.0 | 15.0 | 15.0 | 6.0 | 15.0 | |
| Minimum Split (s) | 10.0 | 17.5 | 17.5 | 10.0 | 17.5 | 10.0 | 10.0 | 20.6 | 20.6 | 10.0 | 20.6 | |
| Total Split (s) | 10.0 | 18.1 | 18.1 | 10.0 | 18.1 | 10.0 | 10.0 | 21.9 | 21.9 | 10.0 | 21.9 | |
| Total Split (%) | 16.7% | 30.2% | 30.2% | 16.7% | 30.2% | 16.7% | 16.7% | 36.5% | 36.5% | 16.7% | 36.5% | |
| Maximum Green (s) | 6.0 | 12.6 | 12.6 | 6.0 | 12.6 | 6.0 | 6.0 | 16.3 | 16.3 | 6.0 | 16.3 | |
| Yellow Time (s) | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | 3.5 | 3.5 | 3.9 | 3.9 | 3.5 | 3.9 | |
| All-Red Time (s) | 0.5 | 1.6 | 1.6 | 0.5 | 1.6 | 0.5 | 0.5 | 1.7 | 1.7 | 0.5 | 1.7 | |
| 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) | 4.0 | 5.5 | 5.5 | 4.0 | 5.5 | 4.0 | 4.0 | 5.6 | 5.6 | 4.0 | 5.6 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Minimum Gap (s) | 0.2 | 1.0 | 1.0 | 0.2 | 1.0 | 0.2 | 0.2 | 3.0 | 3.0 | 0.2 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 | |
| Time To Reduce (s) | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | 0.0 | 0.0 | 7.0 | 7.0 | 0.0 | 7.0 | |
| Recall Mode | None | None | None | None | None | None | None | Min | Min | None | Min | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | 7.0 | | 7.0 | |
| Flash Dont Walk (s) | | 23.0 | 23.0 | | 23.0 | | | 26.0 | 26.0 | | 26.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | |
| v/c Ratio | 0.85 | 0.91 | 0.34 | 0.65 | 0.63 | 0.52 | 0.61 | 0.60 | 0.20 | 0.77 | 0.60 | |
| Control Delay | 40.4 | 43.4 | 23.6 | 24.5 | 25.9 | 17.1 | 19.3 | 22.1 | 18.5 | 28.8 | 21.4 | |

Lanes, Volumes, Timings
 1: S. 76th St & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.4 | 43.4 | 23.6 | 24.5 | 25.9 | 17.1 | 19.3 | 22.1 | 18.5 | 28.8 | 21.4 | |
| Queue Length 50th (ft) | 76 | 126 | 35 | 48 | 81 | 86 | 42 | 92 | 24 | 62 | 89 | |
| Queue Length 95th (ft) | #189 | #221 | 75 | #92 | 123 | 154 | #83 | 137 | 55 | #146 | 123 | |
| Internal Link Dist (ft) | | 725 | | | 185 | | | 235 | | | 600 | |
| Turn Bay Length (ft) | 250 | | 230 | 50 | | 185 | 140 | | | 300 | | |
| Base Capacity (vph) | 356 | 740 | 333 | 314 | 740 | 638 | 334 | 957 | 432 | 372 | 1310 | |
| Starvation Cap Reductn | 0 | 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 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.91 | 0.34 | 0.65 | 0.63 | 0.52 | 0.61 | 0.59 | 0.20 | 0.77 | 0.59 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: S. 76th St & W. Rawson Ave

| | | | |
|------|--------|------|--------|
| Ø1 | Ø2 | Ø3 | Ø4 |
| 10 s | 21.9 s | 10 s | 18.1 s |
| Ø5 | Ø6 | Ø7 | Ø8 |
| 10 s | 21.9 s | 10 s | 18.1 s |

HCM 6th Signalized Intersection Summary

1: S. 76th St & W. Rawson Ave

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑↑↗ | |
| Traffic Volume (veh/h) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Future Volume (veh/h) | 290 | 650 | 175 | 195 | 445 | 510 | 195 | 540 | 135 | 275 | 505 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1870 | 1856 | 1856 | 1856 |
| Adj Flow Rate, veh/h | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 562 | 87 | 286 | 526 | 250 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 368 | 757 | 340 | 322 | 757 | 502 | 381 | 901 | 405 | 392 | 867 | 398 |
| Arrive On Green | 0.10 | 0.21 | 0.21 | 0.10 | 0.21 | 0.21 | 0.10 | 0.26 | 0.26 | 0.10 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3526 | 1585 | 1767 | 3393 | 1559 |
| Grp Volume(v), veh/h | 302 | 677 | 113 | 203 | 464 | 329 | 203 | 562 | 87 | 286 | 523 | 253 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1763 | 1585 | 1767 | 1689 | 1575 |
| Q Serve(g_s), s | 6.0 | 11.0 | 3.5 | 5.2 | 7.0 | 10.5 | 4.9 | 8.3 | 2.5 | 6.0 | 8.0 | 8.3 |
| Cycle Q Clear(g_c), s | 6.0 | 11.0 | 3.5 | 5.2 | 7.0 | 10.5 | 4.9 | 8.3 | 2.5 | 6.0 | 8.0 | 8.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 368 | 757 | 340 | 322 | 757 | 502 | 381 | 901 | 405 | 392 | 863 | 402 |
| V/C Ratio(X) | 0.82 | 0.89 | 0.33 | 0.63 | 0.61 | 0.66 | 0.53 | 0.62 | 0.21 | 0.73 | 0.61 | 0.63 |
| Avail Cap(c_a), veh/h | 368 | 757 | 340 | 322 | 757 | 502 | 381 | 979 | 440 | 392 | 938 | 437 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 22.4 | 19.5 | 16.7 | 20.8 | 17.3 | 14.5 | 19.4 | 17.2 | 16.9 | 19.3 | 19.4 |
| Incr Delay (d2), s/veh | 13.7 | 13.2 | 0.6 | 3.9 | 1.5 | 3.1 | 1.4 | 1.8 | 0.6 | 6.8 | 1.7 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 5.3 | 1.2 | 2.1 | 2.6 | 3.6 | 1.7 | 3.1 | 0.8 | 3.1 | 2.9 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 33.1 | 35.6 | 20.1 | 20.6 | 22.3 | 20.3 | 15.9 | 21.1 | 17.8 | 23.7 | 20.9 | 23.4 |
| LnGrp LOS | C | D | C | C | C | C | B | C | B | C | C | C |
| Approach Vol, veh/h | | 1092 | | | 996 | | | 852 | | | 1062 | |
| Approach Delay, s/veh | | 33.3 | | | 21.3 | | | 19.5 | | | 22.3 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 20.6 | 10.0 | 18.1 | 10.0 | 20.6 | 10.0 | 18.1 | | | | |
| Change Period (Y+Rc), s | 4.0 | * 5.6 | 4.0 | * 5.5 | 4.0 | * 5.6 | 4.0 | * 5.5 | | | | |
| Max Green Setting (Gmax), s | 6.0 | * 16 | 6.0 | * 13 | 6.0 | * 16 | 6.0 | * 13 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 10.3 | 8.0 | 12.5 | 6.9 | 10.3 | 7.2 | 13.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.5 |
| HCM 6th LOS | C |

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Future Volume (vph) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 115 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Link Speed (mph) | | 25 | | | 25 | | | 45 | | | 45 | |
| Link Distance (ft) | | 414 | | | 390 | | | 170 | | | 495 | |
| Travel Time (s) | | 11.3 | | | 10.6 | | | 2.6 | | | 7.5 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 116 | 0 | 47 | 116 | 0 | 95 | 747 | 0 | 95 | 789 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 4 | | | 2 | | | 6 | | |
| Detector Phase | 3 | 8 | | 7 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 15.0 | | 6.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 20.8 | | 10.8 | 20.8 | |
| Total Split (s) | 9.5 | 19.1 | | 9.5 | 19.1 | | 10.8 | 25.6 | | 10.8 | 25.6 | |
| Total Split (%) | 14.6% | 29.4% | | 14.6% | 29.4% | | 16.6% | 39.4% | | 16.6% | 39.4% | |
| Maximum Green (s) | 6.0 | 12.0 | | 6.0 | 12.0 | | 6.0 | 19.8 | | 6.0 | 19.8 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.3 | 4.3 | | 4.3 | 4.3 | |
| All-Red Time (s) | 0.5 | 4.1 | | 0.5 | 4.1 | | 0.5 | 1.5 | | 0.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 7.1 | | 3.5 | 7.1 | | 4.8 | 5.8 | | 4.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 37.1 | | | 37.1 | | | 22.9 | | | 22.9 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.29 | 0.33 | | 0.22 | 0.46 | |
| Control Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 11.2 | 15.8 | | 10.1 | 17.7 | |

Lanes, Volumes, Timings

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.5 | 27.8 | | 14.1 | 27.7 | | 11.2 | 15.8 | | 10.1 | 17.7 | |
| Queue Length 50th (ft) | 14 | 41 | | 11 | 41 | | 19 | 93 | | 19 | 138 | |
| Queue Length 95th (ft) | 35 | 85 | | 30 | 85 | | 41 | 129 | | 41 | 194 | |
| Internal Link Dist (ft) | | 334 | | | 310 | | | 90 | | | 415 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | 115 | | |
| Base Capacity (vph) | 383 | 297 | | 383 | 299 | | 331 | 2258 | | 431 | 1719 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.39 | | 0.12 | 0.39 | | 0.29 | 0.33 | | 0.22 | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 4: S. 76th St & Drwy #3 (North ACE Hardware Access)



HCM 6th Signalized Intersection Summary

4: S. 76th St & Drwy #3 (North ACE Hardware Access)

08/10/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑↑ | | ↖ | ↑↑↑ | |
| Traffic Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Future Volume (veh/h) | 55 | 10 | 100 | 45 | 15 | 95 | 90 | 685 | 25 | 90 | 685 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 11 | 105 | 47 | 16 | 100 | 95 | 721 | 26 | 95 | 721 | 68 |
| 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 | 2 | 2 | 2 |
| Cap, veh/h | 371 | 29 | 277 | 368 | 41 | 256 | 388 | 1732 | 62 | 419 | 1386 | 130 |
| Arrive On Green | 0.06 | 0.19 | 0.19 | 0.05 | 0.18 | 0.18 | 0.08 | 0.35 | 0.35 | 0.08 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1781 | 153 | 1456 | 1781 | 223 | 1396 | 1781 | 4880 | 176 | 1781 | 3907 | 367 |
| Grp Volume(v), veh/h | 58 | 0 | 116 | 47 | 0 | 116 | 95 | 475 | 272 | 95 | 454 | 335 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1608 | 1781 | 0 | 1619 | 1781 | 1609 | 1839 | 1781 | 1234 | 1804 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 7.3 | 7.3 | 2.1 | 9.5 | 9.5 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 1.3 | 0.0 | 4.1 | 2.1 | 7.3 | 7.3 | 2.1 | 9.5 | 9.5 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.86 | 1.00 | | 0.10 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 371 | 0 | 306 | 368 | 0 | 297 | 388 | 1141 | 652 | 419 | 876 | 640 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.38 | 0.13 | 0.00 | 0.39 | 0.24 | 0.42 | 0.42 | 0.23 | 0.52 | 0.52 |
| Avail Cap(c_a), veh/h | 429 | 0 | 306 | 438 | 0 | 299 | 418 | 1141 | 652 | 448 | 876 | 640 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 0.0 | 23.0 | 19.6 | 0.0 | 23.3 | 11.9 | 15.9 | 15.9 | 11.6 | 16.6 | 16.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.8 | 0.2 | 0.0 | 0.8 | 0.3 | 1.1 | 2.0 | 0.3 | 2.2 | 3.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 1.6 | 0.5 | 0.0 | 1.6 | 0.7 | 2.4 | 2.9 | 0.7 | 2.5 | 3.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.6 | 0.0 | 23.7 | 19.7 | 0.0 | 24.2 | 12.3 | 17.0 | 17.8 | 11.9 | 18.8 | 19.6 |
| LnGrp LOS | B | A | C | B | A | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 174 | | | 163 | | | 842 | | | 884 | |
| Approach Delay, s/veh | | 22.3 | | | 22.9 | | | 16.7 | | | 18.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.7 | 28.9 | 7.4 | 19.0 | 9.7 | 28.9 | 6.9 | 19.5 | | | | |
| Change Period (Y+Rc), s | 4.8 | 5.8 | 3.5 | 7.1 | 4.8 | 5.8 | 3.5 | 7.1 | | | | |
| Max Green Setting (Gmax), s | 6.0 | 19.8 | 6.0 | 12.0 | 6.0 | 19.8 | 6.0 | 12.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.1 | 9.3 | 3.7 | 6.1 | 4.1 | 11.5 | 3.3 | 6.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.2 | 0.0 | 0.3 | 0.0 | 2.9 | 0.0 | 0.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 18.4 |
| HCM 6th LOS | B |

























Notes

User approved pedestrian interval to be less than phase max green.

Lanes, Volumes, Timings

6: Drwy #5 (Chase/McDonald's Access) & W. Rawson Ave

08/10/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|--|---|---|--|---|--|---|---|---|--|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |   |  |  |   |  | |  |  | |   | |
| Traffic Volume (vph) | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Volume (vph) | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 50 | | 0 | 125 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 265 | | | 225 | | | 382 | | | | 290 |
| Travel Time (s) | | 6.0 | | | 3.4 | | | 10.4 | | | | 7.9 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 17 | 1103 | 98 | 80 | 1253 | 11 | 0 | 58 | 40 | 0 | 23 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↖ | ↗ | | ↔ | |
| Traffic Vol, veh/h | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Future Vol, veh/h | 15 | 960 | 85 | 70 | 1090 | 10 | 45 | 5 | 35 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | 0 | 125 | - | 0 | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1103 | 98 | 80 | 1253 | 11 | 52 | 6 | 40 | 6 | 6 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1264 | 0 | 0 | 1201 | 0 | 0 | 1927 | 2561 | 552 | 2002 | 2648 | 627 |
| Stage 1 | - | - | - | - | - | - | 1137 | 1137 | - | 1413 | 1413 | - |
| Stage 2 | - | - | - | - | - | - | 790 | 1424 | - | 589 | 1235 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 546 | - | - | 577 | - | - | ~ 40 | 26 | 477 | 35 | 23 | 426 |
| Stage 1 | - | - | - | - | - | - | 215 | 275 | - | 145 | 202 | - |
| Stage 2 | - | - | - | - | - | - | 350 | 200 | - | 461 | 247 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 546 | - | - | 577 | - | - | ~ 32 | 22 | 477 | 27 | 19 | 426 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 121 | 99 | - | 100 | 84 | - |
| Stage 1 | - | - | - | - | - | - | 208 | 266 | - | 141 | 174 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 172 | - | 400 | 239 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 0.7 | 41.6 | 33.3 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 118 | 477 | 546 | - | - | 577 | - | - | 150 |
| HCM Lane V/C Ratio | 0.487 | 0.084 | 0.032 | - | - | 0.139 | - | - | 0.153 |
| HCM Control Delay (s) | 61.5 | 13.2 | 11.8 | - | - | 12.2 | - | - | 33.3 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 2.2 | 0.3 | 0.1 | - | - | 0.5 | - | - | 0.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Volume (vph) | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 110 | | 0 | 115 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Link Speed (mph) | | 30 | | | 45 | | | 25 | | | | 25 |
| Link Distance (ft) | | 465 | | | 515 | | | 350 | | | | 300 |
| Travel Time (s) | | 10.6 | | | 7.8 | | | 9.5 | | | | 8.2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 1128 | 22 | 39 | 1189 | 6 | 0 | 61 | 0 | 0 | 12 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 8: Drwy #7 (AF Dental Access) & W. Rawson Ave

08/10/2023

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Future Vol, veh/h | 20 | 1015 | 20 | 35 | 1070 | 5 | 25 | 0 | 30 | 5 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 110 | - | 0 | 115 | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 22 | 1128 | 22 | 39 | 1189 | 6 | 28 | 0 | 33 | 6 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1195 | 0 | 0 | 1150 | 0 | 0 | 1845 | 2445 | 564 | 1875 | 2461 | 595 |
| Stage 1 | - | - | - | - | - | - | 1172 | 1172 | - | 1267 | 1267 | - |
| Stage 2 | - | - | - | - | - | - | 673 | 1273 | - | 608 | 1194 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 580 | - | - | 603 | - | - | 46 | 31 | 469 | 44 | 30 | 447 |
| Stage 1 | - | - | - | - | - | - | 204 | 264 | - | 179 | 238 | - |
| Stage 2 | - | - | - | - | - | - | 411 | 237 | - | 450 | 258 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 580 | - | - | 603 | - | - | 42 | 28 | 469 | 38 | 27 | 447 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 133 | 115 | - | 121 | 111 | - |
| Stage 1 | - | - | - | - | - | - | 196 | 254 | - | 172 | 223 | - |
| Stage 2 | - | - | - | - | - | - | 380 | 222 | - | 402 | 248 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.4 | | | 27.8 | | | 25.1 | | |
| HCM LOS | | | | | | | D | | | D | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 218 | 580 | - | - | 603 | - | - | 190 |
| HCM Lane V/C Ratio | 0.28 | 0.038 | - | - | 0.064 | - | - | 0.058 |
| HCM Control Delay (s) | 27.8 | 11.5 | - | - | 11.4 | - | - | 25.1 |
| HCM Lane LOS | D | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.1 | 0.1 | - | - | 0.2 | - | - | 0.2 |

Appendix H
Warrant Analysis for Intersection Traffic
Control

- Signal Warrant Analysis for S. 76th Street & Driveway 3 2023
Existing Counts

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: S. 76th St & Drwy #3
County: Milwaukee
City: Franklin

Major Street: S. 76th St
Critical Approach Speed: 40 mph
Lanes: 2 or more lanes

Minor Street: Drwy #3 (North ACE Hardware Access)
Critical Approach Speed: 25 mph
Lanes: 1 lane

| | |
|------------------------|---|
| % Right Turns Included | In built-up area of isolated community of < 10,000 population? No |
| From North (SB) 0% | Total number of approaches at intersection? 4 or more |
| From East (WB) 100% | If it is a "T" intersection, inflate minor threshold to 150%? No |
| From South (NB) 0% | Manually set volume level? No |
| From West (EB) 100% | |

Analysis based on **EXISTING** volume data.

| Date | Day of the Week | Time (HH:MM) | | | |
|------|-----------------|--------------|---------|------|---------|
| | | From | AM / PM | To | AM / PM |
| 2023 | Yes | 6:00 | AM | 6:00 | PM |

| Warrant Evaluation Summary | Warrant Met: |
|--|--------------|
| Warrant 1: Eight - Hour Vehicular Volume | No |
| Condition A: Minimum Vehicular Volume | No |
| Condition B: Interruption of Continuous Traffic | No |
| Condition C: Combination: 80% of A and B | No |
| Warrant 2: Four-Hour Volume | Yes |
| Warrant 3: Peak Hour Volume | Yes |
| Warrant 4: Pedestrian Volume | No |
| Criterion A: Four-Hour | No |
| Criterion B: Peak-Hour | No |
| Warrant 5: School Crossing | N/A |
| Warrant 6: Coordinated Signal System | No |
| Warrant 7: Crash Experience | No |
| Warrant 8: Roadway Network | No |
| Warrant 9: Intersection Near a Grade Crossing | N/A |

Warrant Analysis Conducted By:
Name: Erick Berry, PTOE
Agency: Ayres Associates
Date: 7/17/2023

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

| Condition A : Min. Veh. Volume | | |
|-----------------------------------|------|-----|
| Volume Level | 100% | 80% |
| Major Rd. Req | 600 | 480 |
| Minor Rd. Req | 150 | 120 |
| Number of Hours | 2 | 5 |

Satisfied? No

| Condition B: Interruption of Continuous Traffic | | |
|--|------|-----|
| Volume Level | 100% | 80% |
| Major Rd. Req | 900 | 720 |
| Minor Rd. Req | 75 | 60 |
| Number of Hours | 7 | 7 |

Satisfied? No

| Condition C: Combination of A & B at 80% | | |
|---|--|--|
|---|--|--|

Satisfied? No

Warrant Satisfied? No

Manually Set To:

| 12:00 AM | | Enter Start Time (Military Time) (HH:MM) | | | Total |
|-------------|-------|--|-----------------------------|-----------------------------|-------|
| Time Period | From | To | Major Road: Both App. (VPH) | Minor Road: High App. (VPH) | |
| 1 | 0:00 | 1:00 | 0 | 0 | 0 |
| 2 | 1:00 | 2:00 | 0 | 0 | 0 |
| 3 | 2:00 | 3:00 | 0 | 0 | 0 |
| 4 | 3:00 | 4:00 | 0 | 0 | 0 |
| 5 | 4:00 | 5:00 | 968 | 111 | 1079 |
| 6 | 5:00 | 6:00 | 1162 | 135 | 1297 |
| 7 | 6:00 | 7:00 | 1202 | 158 | 1360 |
| 8 | 7:00 | 8:00 | 1136 | 124 | 1260 |
| 9 | 8:00 | 9:00 | 1232 | 121 | 1353 |
| 10 | 9:00 | 10:00 | 1416 | 171 | 1587 |
| 11 | 10:00 | 11:00 | 1323 | 92 | 1415 |
| 12 | 11:00 | 12:00 | 0 | 0 | 0 |
| 13 | 12:00 | 13:00 | 0 | 0 | 0 |
| 14 | 13:00 | 14:00 | 0 | 0 | 0 |
| 15 | 14:00 | 15:00 | 0 | 0 | 0 |
| 16 | 15:00 | 16:00 | 0 | 0 | 0 |

Warrant 2: Four-Hour Volume

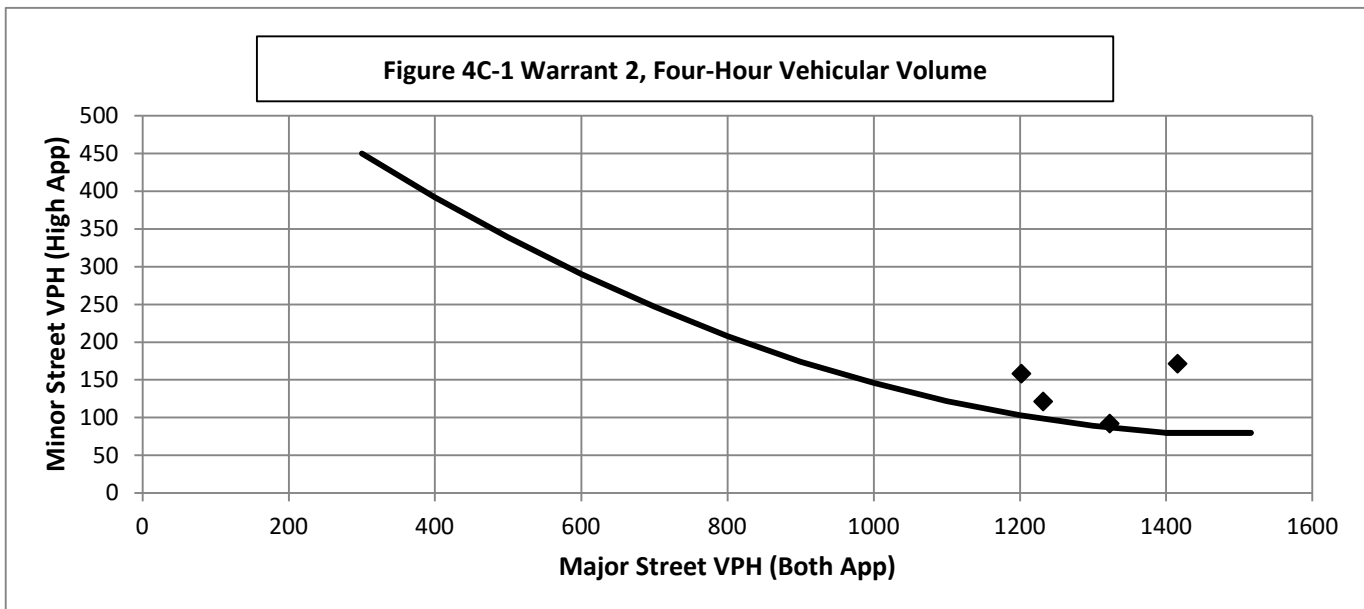
100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

| | | | | |
|-----------------|------|-------|------|------|
| Hour Start | 9:00 | 10:00 | 6:00 | 8:00 |
| Major Road Vol. | 1416 | 1323 | 1202 | 1232 |
| Minor Road Vol. | 171 | 92 | 158 | 121 |



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

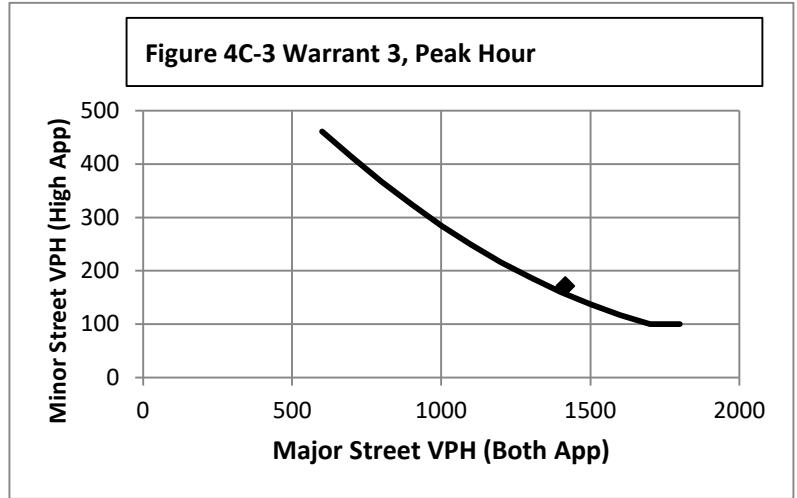
Manually Set To:

Condition justifying use of warrant:

| Criteria | | Met? |
|-------------------------------|-----|------|
| Delay on Minor Approach | 4 | No |
| Volume on Minor Approach | 100 | Yes |
| Total Entering Volume (veh/h) | 800 | |

Manually Set Peak Hour?

| Peak Hour | Major Road Vol. (Both App.) | Minor Road Vol. (High App.) |
|-----------|--------------------------------|--------------------------------|
| 9:00 | 1416 | 171 |



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

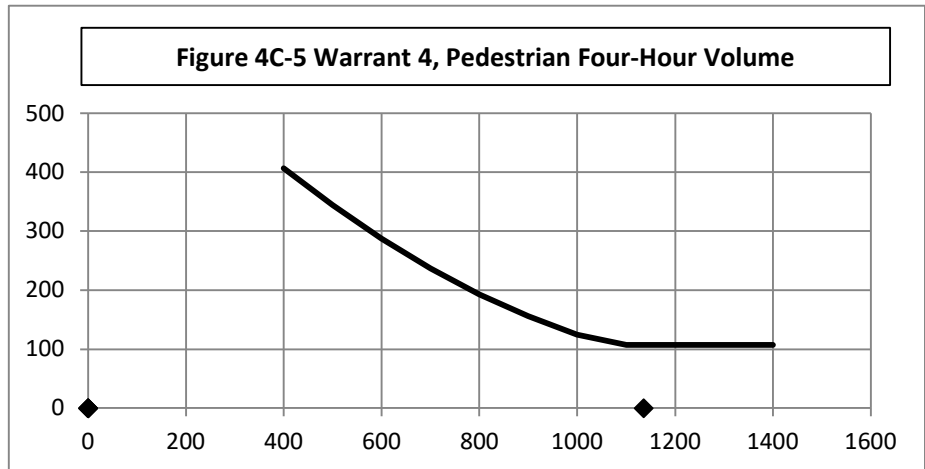
Criterion A: Four Hour

| Hour (Start) | Pedestrian Volume | Major Road Vol. |
|--------------|-------------------|-----------------|
| 16:00 | 0 | 0 |
| 17:00 | 0 | 0 |
| 15:00 | 0 | 0 |
| 7:00 | 0 | 1136 |

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

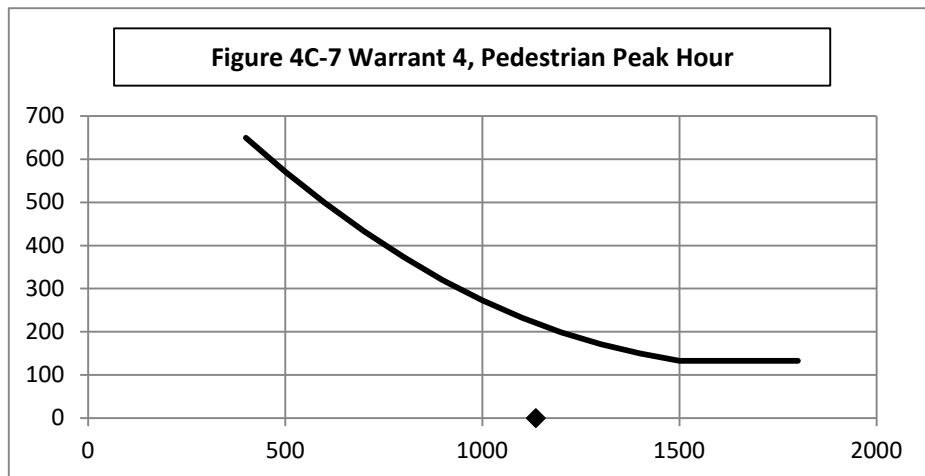
Criterion A Satisfied? No



Criterion B: Peak Hour

| Peak Hour | Pedestrian Vol. | Major Road Vol. |
|-----------|-----------------|-----------------|
| 7:00 | 0 | 1136 |

Criterion B Satisfied? No



Warrant 5: School Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

| Criteria | | Fulfilled? |
|----------|--|------------|
| 1 | There are a MINIMUM of 20 school children during the highest crossing hour. | |
| 2 | There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period. | |
| 3 | The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic. | |

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

| Criteria | | Fulfilled? |
|----------|---|------------|
| 1 | Signal spacing > 1000 ft | Yes |
| 2 | On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning. | No |
| 3 | On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation. | No |

Warrant 7: Crash Experience

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

| Criteria | | Met? | Fulfilled? |
|----------|--|---------------------------------|------------|
| 1 | Adequate trial of other remedial measures has failed to reduce crash frequency. Measures Tried: | | No |
| 2 | Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period. | # of crashes per 12 months 0 | No |
| 3 | Warrant 1, Condition A (80%) | No | Yes |
| | Warrant 1, Condition B (80%) | No | |
| | Warrant 4, Criterion A (80%) | No | |
| | Warrant 4, Criterion B (80%) | Yes | |

Warrant 8: Roadway Network

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

| Criteria | | Met? | Fulfilled? |
|----------|---|------|------------|
| 1 | Total entering volume of at least 1,000 veh/h during typical weekday peak hour | 1587 | Yes |
| | Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3. | 1, 2 | Yes |
| 2 | Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.) | | |
| | Hour | | |
| | Volume | | |

| Characteristics of Major Routes - Select yes if all intersecting routes have characteristic | | Fulfilled? |
|---|--|------------|
| 1 | Part of the road or highway system that serves as the principal roadway network for through traffic flow | No |
| 2 | Rural or suburban highway outside of, entering, or traversing a city | No |
| 3 | Appears as a major route on an official plan | No |

Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

| Adjustment Factors | | | Manually Set Peak Hour? | | | | |
|----------------------|--------------------------------------|--|-------------------------|-----------|-----------------|-----------------|---------------------|
| Rail Traffic per Day | % High Occupancy Buses on Minor Road | % Tractor-Trailer Trucks on Minor Road | D | Peak Hour | Major Road Vol. | Minor Road Vol. | Adjusted Minor Vol. |
| 1 | 0 | 0% to 2.5% | 660 | 9:00 | 1416 | 171 | 57.285 |

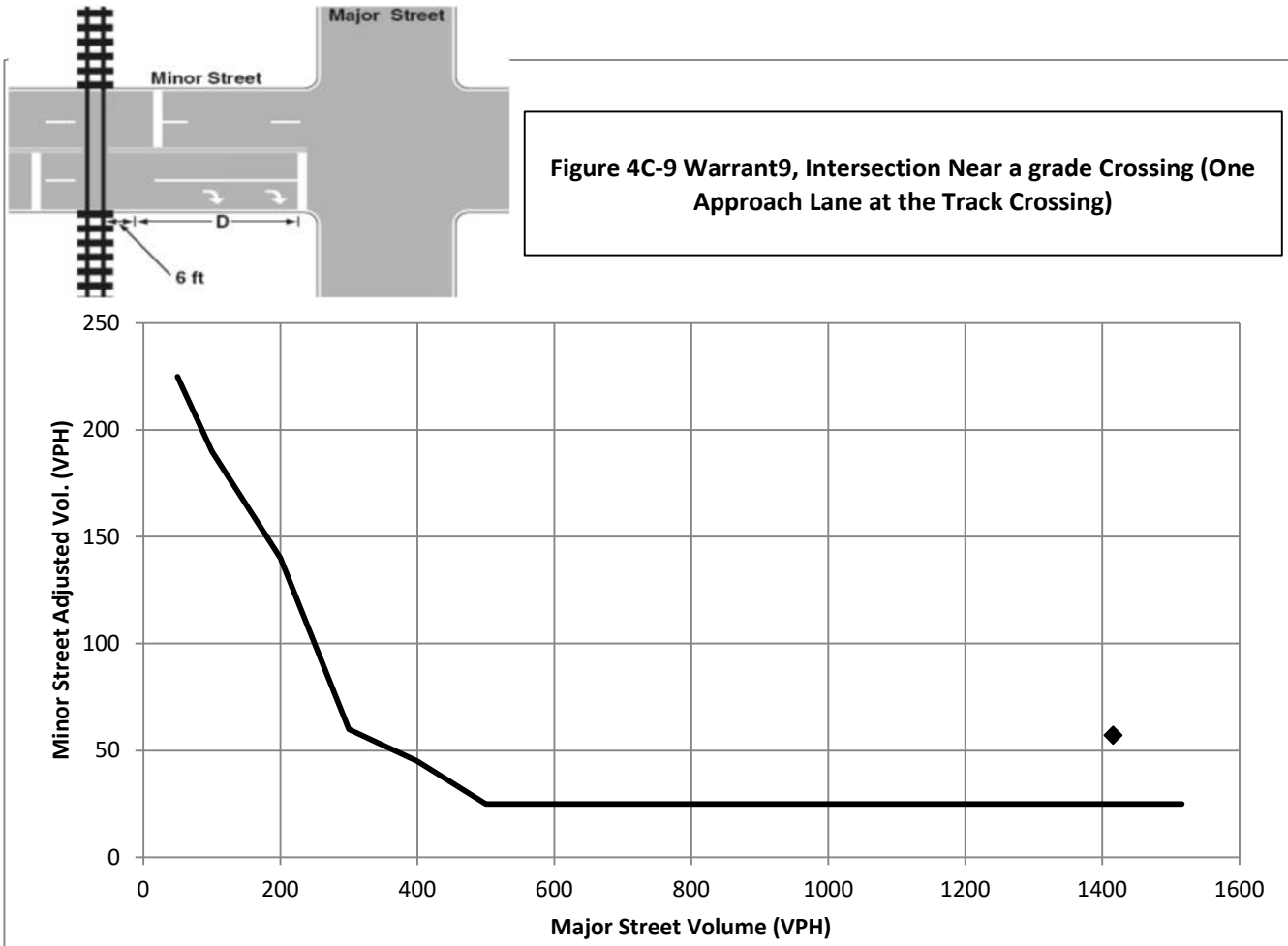


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)

Conclusions/Comments:

The intersection of 76th Street and Driveway #3 (North ACE Hardware Access) meets Warrant 2 (4-hour) and Warrant 3 (peak hour) under the 2023 existing volumes. Furthermore, all 7 hours of the available volume data satisfied the criteria for Condition B of Warrant 1 (8-hour). If an additional hour of volume data were available, it is possible that the intersection would also meet Warrant 1 (8-hour).

Updated: 12/6/2017