



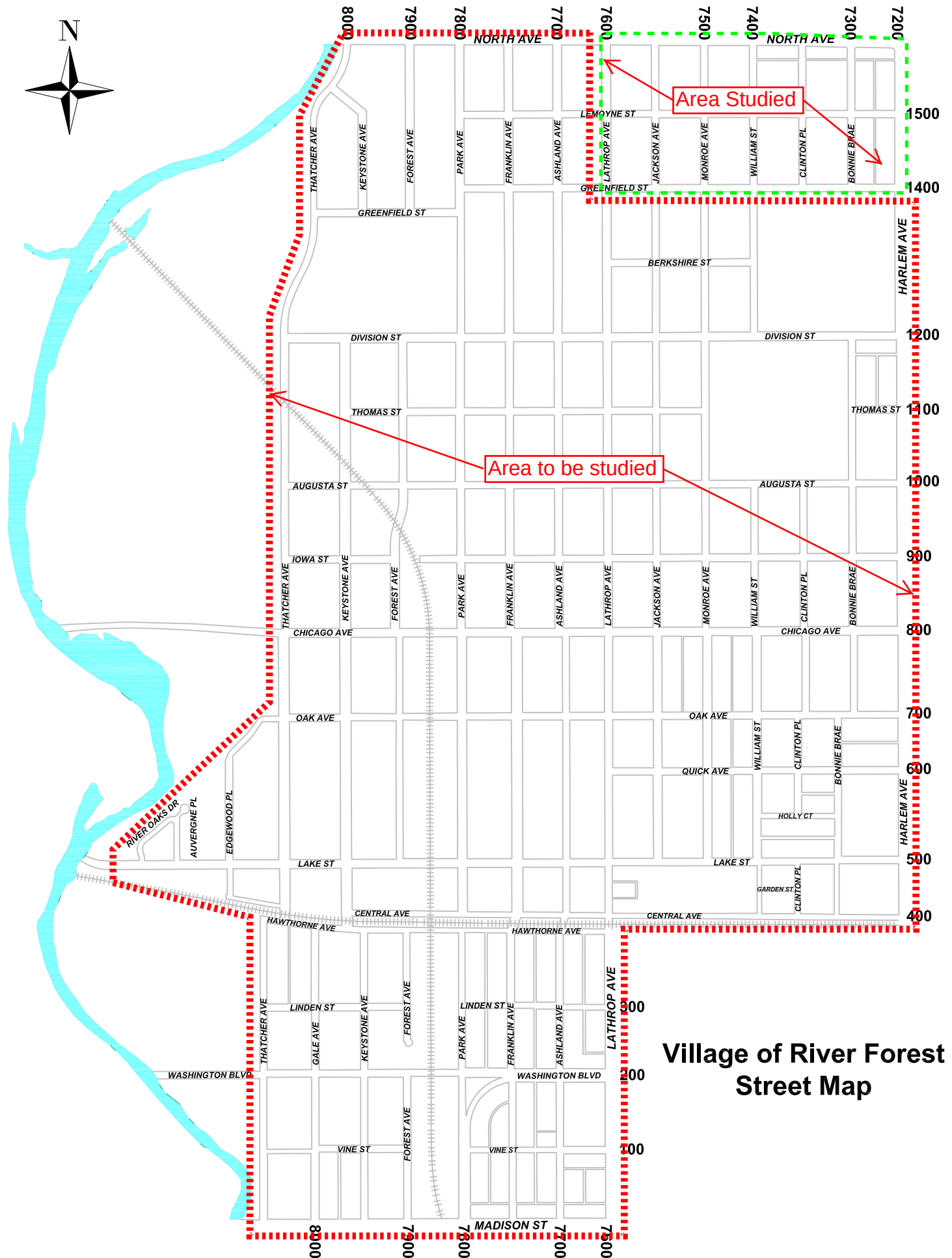
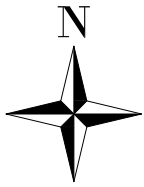
VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 21, 2022 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: ppuljic@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 824 105 8979 or by clicking here: <https://us02web.zoom.us/j/8241058979>. If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email ppuljic@vrf.us by 4:00 PM on Wednesday, September 21, 2022.

1. Call to Order/Roll Call
2. Public Comment
3. Discussion of Traffic Study (Northeast Section of River Forest) with specific discussion regarding truck traffic and weight limits. See attached (3) Exhibits for potential enhancements to improve transportation conditions.
4. Adjournment



**Village of River Forest
Street Map**

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC
Director of Public Works and Development Services
Village of River Forest

FROM: Brendan May, PE, PTOE
Senior Consultant

Michael A. Werthmann, PE, PTOE
Principal

DATE: September 1, 2022

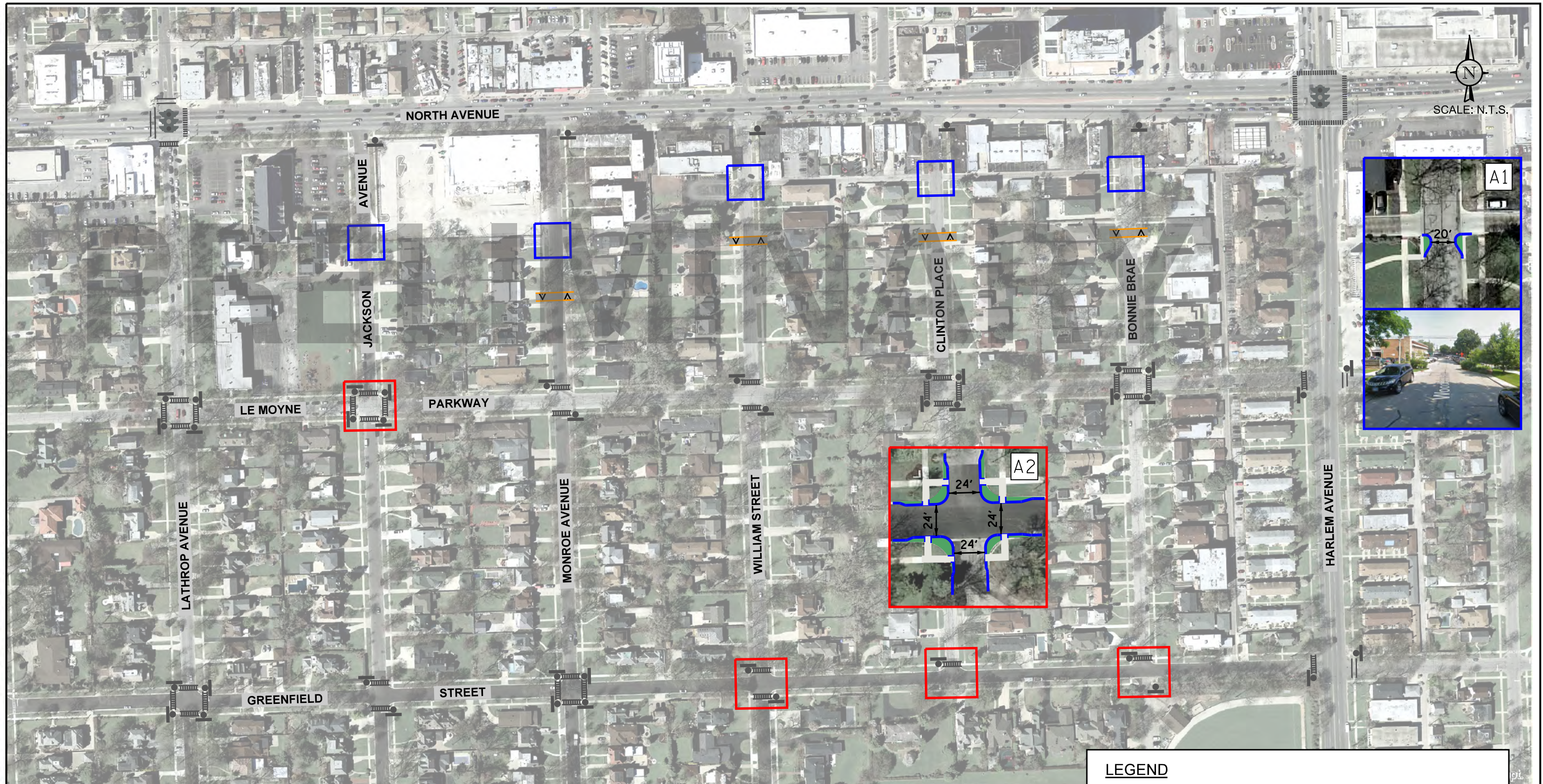
SUBJECT: Neighborhood Evaluation - Follow Up
Harlem Avenue/North Avenue/Greenfield Street/Lathrop Avenue
River Forest, Illinois

As a follow up to the Traffic and Safety Commission Meeting on July 26, 2022. KLOA, Inc. prepared three exhibits with potential enhancements to improve transportation conditions within the neighborhood to be considered by the Commission. The exhibits were prepared to present a staged approach as follows:

- Exhibit A: Phase I – Striping and Signage. This exhibit illustrates the potential locations for additional signage and striping to address concerns related to speeding, volume/type of traffic, pedestrian/bicycle safety. It should be noted that the location of the truck signage was determined to be consistent with Village Ordinance 2510 per section 9-3-6, Schedule 6 and associated map exhibit.
- Exhibit B: Phase II – Horizontal and Vertical Deflections. This exhibit illustrates the potential locations for curb modifications (horizontal measures) to narrow the effective width of the roadway or for potential locations of speed humps (vertical measures) to further address, if necessary, concerns related to speeding and volume/type of traffic. The pros and cons of the utilization of these measures are summarized in the last page of the Appendix of the July 11, 2022 Neighborhood Traffic Study.
- Exhibit C: Phase III – Advanced Signage on North Avenue. This exhibit illustrates advanced signage on North Avenue which would allow the curb (parking) lane to be utilized as a travel lane during the peak periods and would prohibit right-turns into the neighborhood. These measures should only be considered if Phase I and Phase II measures are not effective as the potential modifications would have adverse impacts to the businesses along North Avenue and would result in the redistribution of traffic to other neighborhood roads.

Please let us know if you have any questions or clarifications on these exhibits.





LEGEND

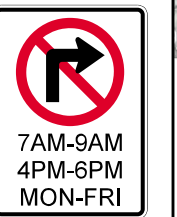
-  - EXISTING TRAFFIC SIGNAL
-  - EXISTING STOP SIGN
-  - PROPOSED SPEED HUMPS

-  - INSET A1
-  - INSET A2



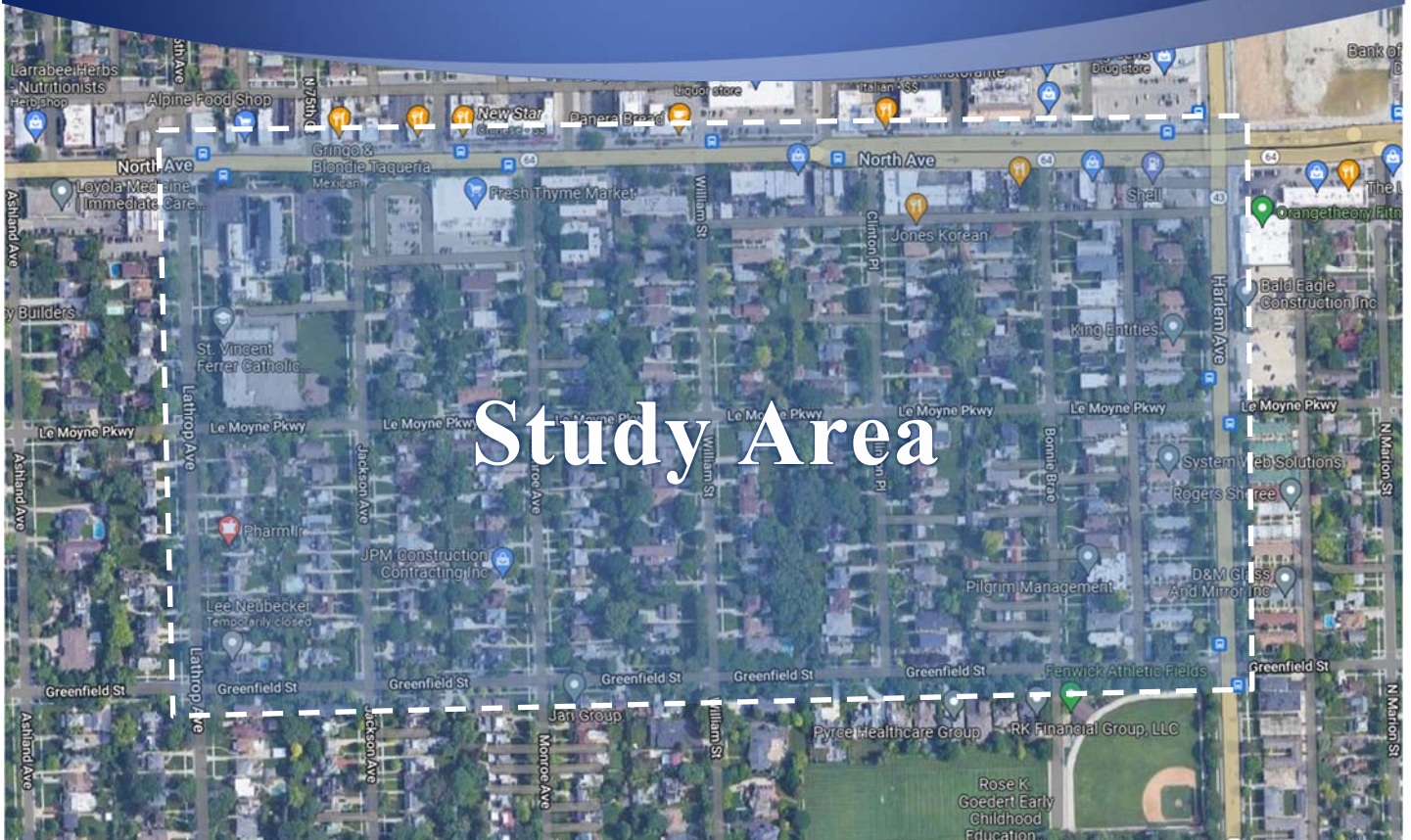
LEGEND

 NO PARKING
7-9AM
4-6 PM
MON-FRI



Neighborhood Traffic Study

River Forest, Illinois



Prepared For:



RIVER FOREST

Proud Heritage • Bright Future

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

July 11, 2022

1. Introduction

The Village of River Forest has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct a neighborhood traffic study for the northeast corner of the Village, which is bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west. Overall, the objective of the study was to thoroughly examine and evaluate the following:

- The existing traffic operations within the neighborhood.
- Identify operational deficiencies along the roadways and at intersections within the neighborhood.
- Address the primary traffic concerns within the neighborhood including:
 - Cut-through traffic
 - Speeding
 - Overall vehicular and pedestrian safety
- Recommend modifications and/or improvements to enhance both vehicular and pedestrian operations.

In order to determine the existing physical and operating characteristics of the neighborhood, field surveys were conducted of existing lane configurations, parking restrictions, pedestrian facilities, and traffic control at all of the intersections within the neighborhood. Additionally, daily traffic counts and speed surveys were conducted at seven locations within the neighborhood along Bonnie Brae, Clinton Place, William Street, Monroe Street, Le Moyne Parkway, and Greenfield Street. Furthermore, peak period turning movement counts were conducted at the following twelve intersections:

- | | |
|------------------------------------|--|
| • North Avenue with Bonnie Brae | • Le Moyne Parkway with Harlem Avenue |
| • North Avenue with Clinton Place | • Le Moyne Parkway with Bonnie Brae |
| • North Avenue with William Street | • Le Moyne Parkway with Clinton Place |
| • North Avenue with Monroe Avenue | • Greenfield Street with Harlem Avenue |
| • North Avenue with Jackson Avenue | • Greenfield Street with Bonnie Brae |
| • North Avenue with Lathrop Avenue | • Greenfield Street with Clinton Place |

These locations were determined based on coordination with Village staff. **Figure 1** shows an aerial view of the location of the neighborhood which also illustrates the locations of the daily traffic counts/speed surveys and peak period turning movement counts (all of the figures for this study are provided in the Appendix).

2. Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, traffic control, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

Study Area and Existing Land Uses

The neighborhood is generally bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west. The neighborhood has seven north-south roadways and three east-west roadways and primarily consists of residential and institutional land uses, with commercial land uses fronting North Avenue between Jackson Avenue and Harlem Avenue. The commercial land uses are bordered on the south by an east-west alley that extends between William Street and Harlem Avenue. In addition, Priory Park, the Fenwick Athletic Fields, the Dominican University Priory Campus, and Concordia University are located south of the neighborhood, Trinity High School is located one block south of study area's southern boundary, and St. Vincent Ferrer Catholic Church and Catholic Elementary School is located in the northwest corner of the neighborhood. It should be noted that commercial properties also front North Avenue along the north side of the roadway in Elmwood Park, which consist of a number of restaurant uses as well as a Binny's Beverage Depot.

Existing Roadway System

The two external roadways that border the neighborhood are described below.

North Avenue (IL Route 64) is an east-west roadway that is under the jurisdiction of the Illinois Department of Transportation (IDOT). It generally has a four-lane cross-section that widens to a six-lane cross section west of Thatcher Avenue and at its intersection with Harlem Avenue. Exclusive left-turn lanes are provided at Harlem Avenue, Lathrop Avenue, and 72nd Court. North Avenue has a posted speed limit of 30 miles per hour. Traffic signal control is provided at its intersections with Harlem Avenue and Lathrop Avenue. IDOT classifies North Avenue as a principal arterial roadway and the Village of River Forest in its May 2019 Comprehensive Plan classifies North Avenue as a major arterial roadway. North Avenue is designated as a Strategic Regional Arterial by IDOT and carries an Annual Average Daily Traffic (AADT) volume of 30,500 vehicles (IDOT 2021).

Harlem Avenue (IL Route 43) is a north-south roadway that is under the jurisdiction of IDOT. Harlem Avenue has a four-lane cross-section and a posted speed limit of 30 miles per hour. Separate turn-lanes are provided on Harlem Avenue at its signalized intersection with North Avenue. IDOT classifies Harlem Avenue as a principal arterial roadway and the Village of River Forest in its May 2019 Comprehensive Plan classifies Harlem Avenue as a major arterial. Harlem Avenue is designated as a Strategic Regional Arterial by IDOT and carries an AADT volume of 25,900 vehicles (IDOT 2021).

It should be noted that the external roadway network experiences congestion during the weekday morning, weekday evening, Saturday midday, and Saturday evening peak periods due to the following:

- The delays and queueing that occur at the signalized intersection of North Avenue with Harlem Avenue which is the intersection of two major regional arterial roadways as previously discussed.
- The lack of left-turn lanes along both North Avenue and Harlem Avenue and given the provision of on-street parking along both sides of North Avenue and along the east side of Harlem Avenue, which through traffic is often waiting behind left-turning vehicles turning onto the local residential roadways and vehicles maneuvering in and out of on-street parking spaces.
- The additional traffic and parking generated by the commercial developments along the North Avenue corridor, particularly the restaurant uses and the Binny's Beverage Depot and Fruitful Yield.

As discussed later, the subject neighborhood experiences cut-through traffic due to the congestion along the arterial roadway system and the grid roadway system serving the neighborhood.

Existing Intersection Traffic Control

The following provides a summary of the existing traffic control at the 21 intersections within the neighborhood:

- The intersection of North Avenue with Harlem Avenue and North Avenue with Lathrop Avenue intersections are under traffic signal control.
- Six intersections are under all-way stop sign control. These intersections include the Le Moyne Avenue with Bonnie Brae, Clinton Place, Jackson Avenue, and Lathrop Avenue and Greenfield Street with Monroe Avenue and Lathrop Avenue.
- The remaining thirteen intersections are under two-way or one-way stop sign control.

It should be noted that all the intersections within the neighborhood have some form of intersection traffic control.

Internal Neighborhood Roadways

Excluding North Avenue and Harlem Avenue, the following summarizes the physical and operating characteristics of the neighborhood roadways.

- All of the neighborhood roads provide one lane in each direction.
- All of the roadways within the neighborhood are classified as local roads by the Village and IDOT except Lathrop Avenue, which is classified as a collector roadway by both IDOT and the Village.
- The posted speed limit within the neighborhood is 25 miles per hour except for Lathrop Avenue between North Avenue and Le Moyne Parkway which has a posted school zone speed limit of 20 miles per hour.
- On-Street parking is generally provided on one or both sides of the roadways except Jackson Avenue and Lathrop Avenue between North Avenue and Le Moyne Parkway in which parking is restricted on the east side of the roadway and timed parking restrictions are provided on the west side of the roadway.
- No parking or timed parking restrictions are provided on all of the north-south roadways between North Avenue and Le Moyne Parkway.
- Northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway are prohibited 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.

Figure 2 illustrates the number of lanes, posted speed limits, the geometrics, traffic control and traffic restriction signage within the neighborhood. **Figure 3** shows the parking restrictions in the neighborhood.

Pedestrian and Bicycle Facilities and Traffic Control Devices

The neighborhood contains St. Vincent Ferrer Catholic Church and Keystone Montessori School as well as various commercial uses along North Avenue. Additionally, Priory Park, the Fenwick High School Athletic Fields, and Dominican University Priory Campus are located on the south side of Greenfield Street, east of William Street. Concordia University and Trinity High School are located to the south of the neighborhood with Dominican University main campus located to the west of the neighborhood. In order to accommodate the neighborhood pedestrian and bicycle activities, a number of facilities and traffic control devices are provided in the neighborhood. These are illustrated in **Figure 4** and highlighted below:

- Sidewalks are provided on both sides of all of the study area roadways.
- High visibility crosswalks are provided on all legs that are under stop sign control within the study area and were installed in accordance with the Safe Walking Routes to School Plan prepared by KLOA, Inc. in January 2019 in conjunction with the Village staff.

- Lathrop Avenue, Monroe Avenue, and Greenfield Street are designated bike routes and Lathrop Avenue provides shared lane pavement markings (sharrows).
- School zones with reduced speed limits are located along Lathrop Avenue, between North Avenue and Le Moyne Parkway, and School zones with warning signs are located along Jackson Avenue between North Avenue and Greenfield Street, and Le Moyne Parkway Between Monroe Avenue and Lathrop Avenue.
- All of the traffic signals provide pedestrian countdown timers.
- High visibility crosswalks are provided on at least two legs of the study area intersections except for at the following locations:
 - Bonnie Brae approach at North Avenue
 - Clinton Place approach at North Avenue
 - William Street approach at North Avenue
 - Monroe Avenue approach at North Avenue
 - Jackson Avenue approach at North Avenue

Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along key roadway segments within the neighborhood, KLOA, Inc. conducted daily traffic counts and speed surveys using pneumatic tube counters at seven locations that were identified in coordination with Village staff. Of the total traffic counts and speed surveys, four were conducted along north-south roadways and three were conducted along the east-west roadways as illustrated in Figure 1. The KLOA, Inc. traffic counts and speed surveys were conducted in March 2022.

All of the traffic counts and speed surveys were conducted over a four-day period between Thursday and Sunday and were broken down by direction and by hour. **Figure 5** shows the two-way daily traffic volumes and **Figure 6** shows the average and 85th percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road.

Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85th percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions. The 85th percentile speed is commonly used to establish the posted speed limits along roadways.

The hourly summary sheets showing both daily traffic volumes and speeds by direction and combined are included in the appendix.

Existing Peak Period Vehicle, Pedestrian, and Bicycle Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle traffic counts at the following intersections within the study area:

- North Avenue with Bonnie Brae
- North Avenue with Clinton Place
- North Avenue with William Street
- North Avenue with Monroe Avenue
- North Avenue with Jackson Avenue
- North Avenue with Lathrop Avenue
- Le Moyne Parkway with Harlem Avenue
- Le Moyne Parkway with Bonnie Brae
- Le Moyne Parkway with Clinton Place
- Greenfield Street with Harlem Avenue
- Greenfield Street with Bonnie Brae
- Greenfield Street with Clinton Place

The traffic counts were conducted in March 2022 during the weekday morning (7:00 A.M. to 9:00 A.M.), weekday evening (4:00 P.M. to 8:00 P.M.), and Saturday evening (4:00 P.M. to 8:00 P.M.) peak periods. **Figure 7** illustrates the respective peak hour vehicle traffic volumes for the study intersections. The traffic count summary sheets are included in the appendix

Historic Crash Data

KLOA, Inc. obtained crash data for the most recent available five years for all 21 intersections within the neighborhood from IDOT. Crashes reported to IDOT include all injury and crashes (including fatalities) and crashes resulting in at least 1,500 dollars of property damage. The crash data for each intersection is summarized in **Tables A** through **Q** (included in the appendix).

According to IDOT, no internal intersection had more than three crashes in the five-year period which is less than one crash per year. Furthermore, no crashes were reported to IDOT at the following intersections during the review period:

- La Moyne Parkway with Bonnie Brae
- La Moyne Parkway with Clinton Place
- La Moyne Parkway with Jackson Avenue
- Greenfield Parkway with Monroe Avenue

Additionally, a review of the crash data indicated that there were no fatalities reported during the review period.

3. Evaluation of Existing Conditions

To determine how the roadway system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes and the speed surveys as well as the physical characteristics of the neighborhood and its transportation system. This evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal roadways.

Existing Daily and Peak Hour Traffic Volumes

In order to determine if the study area roadway segments are operating within their functional classification and are operating as intended, KLOA, Inc. reviewed the criteria for local roadways utilizing the following two sources:

- The Village of River Forest Comprehensive Plan (May 2019)
- Residential Streets, Third Edition¹

The Village of River Forest Comprehensive Plan indicates that local streets provide direct access to residential areas and other private properties. These roadways carry low traffic volumes at low speeds, connecting to higher-capacity collector and arterial streets. Overall, the roadways designated as local roadways are currently operating as designed and are carrying traffic volumes that meets this criteria. It should be noted that the daily traffic volumes along Bonnie Brae, Clinton Place and William Street are consistent with the daily traffic volume of other local roadways within the Village (such as Keystone Avenue at Linden Street and Ashland Avenue at Vine Street) which were previously evaluated by KLOA, Inc and carry an average daily traffic volume of approximately 900 vehicles.

Residential Streets, Third Edition indicates that local residential roads have a daily volume between 400 and 1,500 vehicles while residential collector roads have a daily volume exceeding 1,500 vehicles. Therefore, even with the characteristics outlined above, the traffic volumes along the north-south roadways generally fall within the middle of the established standards for residential roads except for the following two roads:

- Le Moyne Parkway carries a weekday daily volume that is at the upper threshold for a local residential road. This is due in part due to the fact that Le Moyne Parkway serves school drop-off/pickup area for the St. Vincent Ferrer Catholic Elementary School and provides access to the commercial developments along North Avenue.

¹ *Residential Streets*, Third Edition was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

- Greenfield Street (between Clinton Place and Bonnie Brae) carries a weekday daily traffic volumes are just over the upper threshold of a local residential street. This is due in part to the fact Greenfield Street extends through the Village of River Forest, intersects the collector roadways of Lathrop Avenue and Thatcher Avenue, and intersects all of the north-south local neighborhood roadways.

Lastly, Monroe Avenue carries the higher volume of traffic for the north-south roadways which is due in part that it provides direct access to Fresh Thyme Market.

Cut-Through Traffic

A review of the existing daily and peak hour traffic volumes and the roadway system's physical and operating conditions indicates that the neighborhood roadways are experiencing cut-through traffic. The following summarizes the evaluation of the traffic volumes:

Split of Daily Traffic Volumes

The daily traffic volumes along local roads generally have directional traffic volumes that are similar. However, many of the traffic volumes in the neighborhood have either southbound or eastbound traffic volumes higher than the corresponding northbound or westbound traffic volumes, which would indicate the potential for cut-through traffic. The following outlines the split of the daily traffic within the neighborhood:

- 60 to 65 percent of the weekday daily traffic volumes along Bonnie Brae, Clinton Place, William Street, and Monroe Avenue is southbound traffic.
- 60 to 70 percent of the Saturday daily traffic volumes along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is southbound traffic.
- 65 percent of the traffic on Le Moyne Parkway and Greenfield Street on the weekday is eastbound traffic.
- 60 percent of the traffic on Le Moyne Parkway and Greenfield Street on Saturday is eastbound traffic
- The daily traffic volume along Le Moyne Parkway between Monroe Avenue and William Street is evenly distributed on a weekday and is approximately 55 percent westbound traffic on Saturday.

Intersection Traffic Counts

Furthermore, a review of the turning movement counts conducted indicated the following:

- Of the total hourly traffic volumes traversing Bonnie Brae between North Avenue and Le Moyne Parkway 40 to 60 percent of the traffic is southbound traffic, all of which are eastbound right-turning movements from North Avenue, given the physical left-turn restrictions at this intersection.

- Of the total hourly traffic volumes traversing Clinton Place between North Avenue and Le Moyne Parkway 60 to 90 percent of the traffic is southbound traffic, of which 35 to 55 percent is eastbound right-turning movements from North Avenue.
- Of the total hourly traffic volumes traversing William Street between North Avenue and Le Moyne Parkway 60 to 80 percent of the traffic is southbound traffic, of which 30 to 55 percent is eastbound right-turning movements from North Avenue.
- Of the total hourly traffic volumes traversing Monroe Avenue between North Avenue and Le Moyne Parkway 65 to 80 percent of the traffic is southbound traffic, of which 30 to 35 percent is eastbound right-turning movements from North Avenue.
- Of the total southbound traffic on Bonnie Brae at Le Moyne Parkway 45 to 55 percent of the traffic is a southbound left-turn onto Le Moyne Parkway
- Of the total southbound traffic on Clinton Place at Le Moyne Parkway 40 to 60 percent of the traffic is a southbound left-turn onto Le Moyne Parkway
- Of the total southbound traffic on Bonnie Brae at Greenfield Street 40 to 75 percent of the traffic is a southbound left-turn onto Greenfield Street
- Of the total southbound traffic on Clinton Place at Greenfield Street 20 to 75 percent of the traffic is a southbound left-turn onto Greenfield Street

When taking into consideration the turning movement counts conducted during the weekday morning, weekday evening, and Saturday evening peak hours and the existing roadway characteristics, the existing directional split of daily traffic is likely a result of the following:

- Northbound left-turning movements are prohibited from Bonnie Brae onto North Avenue due to the existing raised median along North Avenue at its intersection with Bonnie Brae.
- Northbound left-turning movements from Clinton Place, William Street, and Monroe Avenue onto North Avenue are difficult due to the high volume of through traffic along North Avenue and absence of a center median or two-way left-turn lane.
 - As a result, existing traffic utilizes the signalized intersection of Lathrop Avenue with North Avenue to turn left onto North Avenue, as demonstrated by the results of the traffic counts.
 - As can be seen from the results of the turning movement counts in Figure 7, less than ten vehicles per hour are performing northbound left-turning movements onto North Avenue, compared to the eastbound right-turn volumes.

- Northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway are prohibited between 7:00 A.M. and 9:00 A.M. and 4:00 P.M. and 6:00 P.M. As can be seen from the result of the turning movement counts in Figure 7, less than ten vehicles per hour are performing northbound left-turning movements from Harlem Avenue onto Greenfield Street and Le Moyne Parkway, indicating that this restriction is likely obeyed by motorists.

Overall, the results of the traffic surveys indicate that cut-through traffic along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is likely the result of eastbound traffic on North Avenue avoiding the intersection of North Avenue with Harlem Avenue to travel south on Harlem Avenue or to continue east on Le Moyne Parkway and Greenfield Street east of Harlem Avenue.

The cut-through traffic can be attributed to the congestion on North Avenue due to the lack of left-turn lanes at its intersection with the local residential roadways and provision of on-street parking along the roadway. Additionally, this cut through traffic can be attributed to the queueing of eastbound traffic on North Avenue originating at the intersection of North Avenue with Harlem Avenue, particularly during the weekday and Saturday peak periods.

However, as indicated previously, the traffic volumes along Bonnie Brae, Clinton Place and William Street are within the established standards for residential roads and are consistent with the traffic volumes of other local residential roadways within the Village that have been previously evaluated by KLOA, Inc.

Capacity Analyses

Intersection analyses were performed for the weekday morning, weekday evening, and Saturday evening peak hours at the intersections of Bonnie Brae and Clinton Place at their respective intersections with Le Moyne Parkway and Greenfield Street. The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections and the summary sheets for the capacity analyses are included in the appendix of this report.

The results of the capacity analyses indicated all four intersections overall and all of the critical approaches currently operate at the very good level of service (LOS) A, during the weekday morning, weekday evening, and Saturday evening peak hours, with the exception of the northbound (Athletic Field access drive) approach which creates the fourth (south) leg of the intersection of Bonnie Brae with Greenfield Street, which operates on the threshold of LOS A/B.

These results are expected for the volumes of traffic these intersections carry during the peak hours and indicate that these intersections are operating well within their carrying capacity and are operating as designed and signed.

Travel Speed Surveys

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of the road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to change.

Generally, the internal neighborhood roads had an observed average speed of approximately 15 to 25 miles per hour which is lower or meets the posted speed limits within the neighborhood. Except for William Street and Monroe Avenue, the neighborhood roads have an observed 85th percentile speed of approximately 19 to 29 miles per hour, which is reasonable given the grid system of the neighborhood.

It should be noted that William Street and Monroe Avenue in the southbound direction experienced an average speed of 29 and 27 miles per hour, respectively, with an 85th percentile speed of 38 and 33 miles per hour, respectively. The higher speeds are partly due to the result of the no-parking restrictions that exist along the west side of these roadways. Without the provision of parking along the west side of the roadway, southbound vehicles operate under a free flow condition and do not need to yield to oncoming traffic.

4. Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and included a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

- Intersection Traffic Control Devices
- Pedestrian and Bicycle Facilities

In addition, a number of traffic calming measures and/or tools were identified that can be used to effectively reduce the operating speeds and traffic volumes in the neighborhood.

The recommendations developed in this section were based primarily on accepted engineering practices, conforming with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD), existing Village criteria, and the input from Village staff. The MUTCD defines the standards used to install and maintain traffic control devices, including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the neighborhood (see Chapter 3). Any intersection traffic control plan must consider typical neighborhood issues, such as functional classifications, cut-through traffic, speeding, traffic calming, neighborhood circulation, and land-use impacts. As such, a systematic approach was employed that examined the neighborhood from the inside (each individual intersection) and outside (the overall neighborhood).

It should be noted that the intersections of Greenfield Street with Bonnie Brae and Clinton Place were identified as intersections for a traffic control upgrade in the May 2019 Comprehensive Plan and have since been upgraded to provide stop-sign control for the Bonnie Brae and Clinton Place approaches to Greenfield Street.

The first step consisted of evaluating the physical and operating conditions of each intersection to determine if they meet any of the MUTCD warrants/requirements that control the installation of all-way stop sign control. The second step was to determine which roadway of the two-way controlled intersections is to be under stop sign control.

All-Way Stop Sign Controlled Intersections

The following points summarize the all-way stop sign control warrants/requirements as outlined in the MUTCD:

1. Meets the minimum traffic and pedestrian volume
2. Meets the minimum number of intersection crashes
3. Required to control left-turn conflicts
4. Required to control vehicle/pedestrian conflicts
5. Required due to poor intersection sight distance
6. Required to improve traffic operational characteristics of the intersection of two collector roads with similar design and operating characteristics

The characteristics of each intersection were evaluated to verify whether the existing operations met any of the warrants and/or requirements that control the installation of an all-way stop sign control. Overall, the existing two-way stop sign controlled intersections within the study area do not meet the volume or crash history requirements to warrant all-way stop-sign control. Additionally, while KLOA, Inc. believes the existing traffic control within the neighborhood is adequate, the following traffic control modifications could be considered to provide consistency within the neighborhood area and to control vehicle/pedestrian conflicts at the intersections near the Fenwick Athletic Fields:

- Consideration should be given to converting the intersection of William Street with Le Moyne Parkway to all-way stop sign control. In conjunction with this conversation, it is recommended that the intersection of Le Moyne Parkway with Clinton Place be converted to two-way stop sign control with the Clinton Place approaches under stop-sign control.
 - This conversion would provide continuity of stop-sign control to every other street between Jackson Avenue and Bonnie Brae and William Street carries the higher daily traffic volume compared to Clinton Place.
 - It should be noted that while this modification conflicts with the existing Safe Walking Route to School routes, these changes can easily be modified to direct pedestrians eastbound and westbound through this intersection without increasing the overall travel distances of the routes.
- Consideration should be given to providing all-way stop control at the intersection of Greenfield Street with Bonnie Brae to help control vehicle/pedestrian conflicts during sporting events.
 - However, this intersection should be studied further during sporting events to obtain traffic, pedestrian, and bicycle volumes at the intersection. Additionally, parking counts along Greenfield Street and Bonnie Brae should be conducted during sporting events to determine the utilization of parking on these roadways.

- Given the availability of unrestricted parking along both sides of Greenfield Street and Bonnie Brae, it is anticipated that these roadways are primarily utilized for parking during sporting events at the Fenwick Athletic Fields in which pedestrians cross Greenfield Street at Bonnie Brae to access the fields.

Figure 8 illustrates the proposed traffic control modifications and **Table 1** summarizes the intersection traffic control modifications by intersection.

Table 1

RECOMMENDED TRAFFIC CONTROL MODIFICATIONS

Intersection/Roadway Segment	Modification	Implementation Stage
Le Moyne Parkway with William Street	• Consideration should be given to converting to all-way stop-sign control ○ In conjunction with the above, convert the intersection of Le Moyne Parkway with Clinton Place to two-way stop control with the Clinton Place approaches under stop-sign control.	• Short Term • Short Term
Greenfield Street with Bonnie Brae	• Convert to all-way stop sign control¹	• Short Term
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts 1 – Recommend additional studies regarding the pedestrian/bicycle utilization of this area during sport events		

Pedestrian and Bicycle Facilities and Traffic Control Devices

As discussed previously, the neighborhood contains several pedestrian- and bicycle-generating land uses, including St. Vincent Ferrer Catholic Church and Keystone Montessori School as well as various commercial uses along North Avenue. Additionally, Priory Park, the Fenwick High School Athletic Fields, and Dominican University Priory Campus are located on the south side of Greenfield Street, east of William Street. Concordia University and Trinity High School are located to the south of the neighborhood with Dominican University main campus located to the west of the neighborhood. As such, the neighborhood has a number of existing and proposed land uses that generate higher pedestrian and bicycle activity.

In addition to the standard pedestrian and bicycle facilities (i.e., sidewalks, crosswalks, and bike routes), the neighborhood contains various traffic control devices associated with the non-residential land uses.

The neighborhood has one school speed zone along Lathrop Avenue, which includes appropriate warning signs and reduced speed limits, and school warning signs are also provided along Jackson Avenue between North Avenue and Greenfield Street and along Le Moyne Parkway between Le Moyne Parkway and Lathrop Avenue.

The traffic signals at the intersections of North Avenue with Harlem Avenue and Lathrop Avenue have countdown pedestrian signals. Overall, these traffic control devices are generally well distributed and located appropriately.

However, the following recommendations have been developed to further enhance the pedestrian and bicycle circulation and to ensure that the traffic control devices comply with the MUTCD.

- High visibility ladder style crosswalks should be installed on Bonnie Brae, Clinton Place, William Street, Monroe Avenue and Jackson Avenue at their approaches to North Avenue. No pedestrian crosswalks are provided on these legs under existing conditions, and the provision of these pedestrian crossing enhancements were identified in the May 2019 comprehensive plan.
- High visibility ladder style crosswalks should be installed at the Le Moyne Parkway approaches at William Street should this intersection be converted to all-way stop sign control.
- The high visibility crosswalks on Le Moyne Parkway approaches at Clinton Place should be removed if this intersection is converted to two-way stop sign control in conjunction with the modifications to the intersection of Le Moyne Parkway with William Street to provide consistency within the neighborhood in which crosswalks are not provided on free flow approaches.

- Consideration should be given to installing sharrow markings along Greenfield Street (which is a designated bike route) between Lathrop Avenue and Bonnie Brae. The sharrows will reduce the effective width of the roadway, providing a traffic calming measure, and reinforce the shared-lane environment of posted bicycle routes consistent with the local neighborhood designation of the roadway, while continuing to allow on-street parking.

The proposed pedestrian and bicycle facility and bicycle modifications are also illustrated in Figure 8 and are summarized in **Table 2**.

Table 2

RECOMMENDED PEDESTRIAN AND BICYCLE FACILITIES MODIFICATIONS

Intersection/Roadway Segment	Modification	Implementation Stage
Le Moyne Parkway with Clinton Place	• Remove the high visibility crosswalks on the Le Moyne Parkway approaches	• Short Term
Le Moyne Parkway with William Street	• Provide high visibility crosswalks on the Le Moyne Parkway approaches	• Short Term
Greenfield Street with Bonnie Brae	• Provide high visibility crosswalks on the Greenfield Street approaches	• Short Term
North Avenue with Bonnie Brae	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Clinton Place	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with William Street	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Monroe Avenue	• Provide high visibility crosswalk on the northbound approach	• Short Term
North Avenue with Jackson Avenue	• Provide high visibility crosswalk on the northbound approach	• Short Term
Greenfield Street between Lathrop Avenue and Harlem Avenue	• Provide sharrows along both sides of the roadway which is an existing designated bike route	• Long Term
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		

Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood generally fall within the acceptable range for residential roads and are consistent with traffic patterns on other neighborhood roads within the Village. However, with 60 to 65 percent of traffic on a daily basis traveling south and east on the neighborhood roadways, it is likely that cut-through traffic is occurring by vehicles bypassing the intersection of North Avenue with Harlem Avenue.

Additionally, the speed of vehicles traveling within the neighborhood are generally within the acceptable range for residential roads and are within five miles per hour of the posted speed limit except for vehicles traveling in the southbound direction on William Street and Monroe Avenue between North Avenue and Le Moyne Parkway. These two roadway segments experienced average speeds within four miles per hour of the posted speed limit and observed 85th percentile speeds of up to 38 miles per hour which exceeds the posted speed limit on William Street by 13 miles per hour. It should be noted that Monroe Avenue currently does not have a posted speed limit sign along this block. These higher speeds are likely due to the no parking restrictions that exist along the west sides of these roadways in which vehicles in the northbound direction must yield to southbound vehicles. Therefore, southbound traffic operates under a free flow condition.

The aforementioned recommended traffic control and striping modifications should help to mitigate the speeds and cut-through traffic in the neighborhood. However, the following additional recommendations can be implemented to reduce the likelihood of speeding traffic along these roadways:

- Provide speed limit sign for southbound traffic on Monroe Avenue. This sign should be located south of the access drive serving Fresh Thyme Market.
- Provide yellow bordered speed limit signs on Bonnie Brae, Clinton Place, William Street and Monroe Avenue to provide enhanced visibility of the posted speed limits to motorists.
- Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers along William Street and Monroe Avenue between North Avenue and Le Moyne Parkway.
- Modify the on-street parking restriction on the west side of Bonnie Brae, Clinton Place, William Street and Monroe Avenue between North Avenue and Le Moyne Parkway to permit Two-Hour parking on the west side of the roadway.
 - This will reduce the effective width of the roadway and will slow vehicles as they will be required to yield for opposing traffic as they traverse the roadway segment.
 - Alternatively, modify the on-street parking along these blocks so that parking on the west side of the street is restricted to Two Hour parking and that parking on the east side of the street is restricted to no-parking. This will provide traffic calming for southbound vehicles by having vehicle parked on the west side of the roadway requiring southbound vehicles to yield to northbound vehicles.

- In addition to or in lieu of the conversion of Bonnie Brae to all-way stop sign control, consideration should be given to providing curb extensions and high visibility crosswalks at the intersection of Bonnie Brae and Greenfield Street. Further, consideration should be given to installing curb extensions on Greenfield Street at its intersections with Clinton Place and William Street. The utilization of curb extensions will reduce the effect width of the roadway through these intersections which acts as a traffic calming measure, will reduce the distance pedestrians will have to cross the roadway, and better alert drivers to pedestrian crossing areas as the pedestrians are located further into the intersection and are not blocked by parked vehicles.
- Install 20 mile per hour school speed limit zones Jackson Avenue and Le Moyne Parkway along the St. Vincent Ferrer Catholic Elementary School frontage.
- Increased police enforcement and or use of portable radar feedback trailer for speeding traffic through the neighborhood, particularly along William Street and Monroe Avenue.

In addition, KLOA, Inc. examined locations that would be appropriate for additional traffic calming measures and developed traffic calming recommendations for the Village to consider. The review was only preliminary in nature and based on the existing traffic volumes, speed surveys, and roadway characteristics. Before these measures are implemented, particularly the implementation of vertical deflection measures, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, long-term maintenance, and impact on commercial properties along North Avenue. The following outlines traffic calming measures that could be implemented along several of the neighborhood roads.

- Consideration could be given to the installation of peak period No Right-Turn restriction along North Avenue for eastbound traffic at its intersections with Bonnie Brae, Clinton Place and William Street. This restriction should be enforced from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M similar to the left-turn restrictions from Harlem Avenue to Greenfield Street and Le Moyne Parkway. While the restriction will reduce the southbound traffic on these roadways, it is important to note that they will have the following impacts:
 - The restriction would redistribute a portion of the traffic to other neighborhood roadways, which will result in an increase in traffic, particularly along Monroe Avenue and Jackson Avenue.
 - The restriction would result also restrict access to the residential land-uses and will result in increased travel time and distance traveled by residents.
 - They would likely have an adverse impact on the commercial properties along North Avenue of which the majority are served via parking lots with access provided only via the east-west alley traversing the south side of the commercial properties.

- Speed humps could be considered along William Street and Monroe Street between North Avenue and Le Moyne Parkway given that (1) their location of the last block within the Village which will minimize any impact on emergency response times and (2) the higher 85th percentile speeds on these two blocks. However, with the utilization of speed humps consideration should be given to the following:
 - While speed humps reduce the speed of vehicles traveling over the hump, they can increase the speed of which vehicles arrive to and depart the speed hump.
 - They increase the noise of vehicles traveling along the roadway.
 - They can impact the response times for emergency vehicles such as ambulances and fire trucks.
 - They impact other modes of transportation such as bicycles traveling along the roadway. As previously indicated, Monroe Avenue is designated as a marked bike route.
- The Village should continue to work with IDOT and the adjacent communities to mitigate congestion on the arterial roadway system.

The proposed traffic calming modifications are also illustrated in Figure 8 and are summarized in **Table 3**. Examples of the proposed traffic calming modifications are also included in the Appendix.

Table 3
RECOMMENDED/SUPPLEMENTAL TRAFFIC CALMING MEASURES

Intersection/Roadway Segment	Modification	Implementation Stage
Bonnie Brae between North Avenue and Le Moyne Parkway	• Provide yellow bordered speed limit sign • Modify on-street parking to permit two-hour parking on both sides of the roadway. ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side	• Short Term • Short Term
Clinton Place between North Avenue and Le Moyne Parkway	• Provide yellow bordered speed limit sign • Modify on-street parking to permit two-hour parking on both sides of the street ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side	• Short Term • Short Term
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		

Table 3 – Cont.

RECOMMENDED/SUPPLEMENTAL TRAFFIC CALMING MEASURES

Intersection/Roadway Segment	Modification	Implementation Stage
William Street between North Avenue and Le Moyne Parkway	• Provide yellow bordered speed limit sign • Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers.	• Short Term • Short Term
Monroe Avenue between North Avenue and Le Moyne Parkway	• Install yellow bordered speed limit sign south of the Fresh Thyme Market access drive • Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers. • Modify on-street parking to permit two-hour parking on both sides of the street ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side	• Short Term • Short Term • Short Term
Jackson Avenue between North Avenue and Le Moyne Parkway	• Provide 20 Mile Per Hour School Speed Limit sign along the school frontage	• Short Term
Le Moyne Parkway between Lathrop Avenue and Jackson Avenue	• Provide 20 Mile Per Hour School Speed Limit sign along the school frontage	• Short Term
Greenfield Street with Bonnie Brae	• Provide curb extensions	• Long Term
Greenfield Street with Clinton Place	• Provide curb extensions	• Long Term
Greenfield Street with William Street	• Provide curb extensions	• Long Term
North Avenue with Bonnie Brae	• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage	• Long Term
North Avenue with Clinton Place	• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage	• Long Term
North Avenue with William Street	• Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage	• Long Term
Short Term - Generally have lower costs, are easier to implement, and/or are needed to address immediate concerns. Long Term - Generally more costly, require additional planning/engineering, or may only be required depending on the effectiveness of previous efforts		

Other Consideration

The utilization of right-in/right-out intersections or use of cul-de-sacs were also evaluated by KLOA, Inc. At this time, it is not recommended that these measures be implemented based on the following:

- The identifiable cut-through traffic is primarily eastbound on North Avenue to southbound on Harlem Avenue, which requires a right-turn movement from North Avenue to the residential roadways. As such, the prohibition of left-turning movements will not reduce the eastbound right-turning traffic.
- Under existing conditions, left-turning vehicles at all of the arterial intersections is minimal. As such, many of the North Avenue intersections function as right-in/right-out intersections due to the high volume of through traffic along North Avenue.
- The right-in/right-out restriction would have an adverse impact on the operation of the traffic generated by the commercial properties along North Avenue and would increase commercial traffic utilizing the local roadways to access these developments during all hours of the day.
- The use of cul-de-sacs would significantly reduce the utilization of the local roadways between North Avenue and Le Moyne Parkway by cut-through traffic. However, the provision of cul-de-sacs would increase traffic volumes along the other local roadways and Lathrop Avenue.
- It should be noted that as part of the May 2019 comprehensive plan, Bonnie Brae, Clinton Place, William Street and Monroe Avenue at North Avenue were identified as potential cul-de-sac locations. The intention of the cul-de-sac was to improve and develop public parking areas for adjacent and nearby commercial development along North Avenue and should be considered on a case-by-case basis as a potential way of accommodating desirable development and lot consolidation.

5. Conclusion

This study summarizes the results and findings of a neighborhood traffic study conducted by KLOA, Inc. for the northeast corner of the Village, in the area bounded by North Avenue on the north, Harlem Avenue on the east, Greenfield Street on the south, and Lathrop Avenue on the west.

Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2009 MUTCD, existing Village criteria, and the input from Village staff and residents.

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The external roadway network (North Avenue and Harlem Avenue) experiences congestion, particularly during the weekday morning, weekday evening, Saturday midday, and Saturday evening peak periods due to the delays and queueing that occur at the signalized intersection of North Avenue with Harlem Avenue which is the intersection of two major regional arterial roadways. Furthermore, as previously discussed, the lack of left-turn lanes along both North Avenue and Harlem Avenue and given the provision of on-street parking along the roadways often results in through traffic waiting behind left-turning vehicles turning onto the local residential roadways and vehicles maneuvering in and out of on-street parking spaces.
- Overall, the roadways designated as local roadways by the Village and IDOT are currently operating as designed and are carrying traffic volumes that meet criteria published in *Residential Streets*, Third Edition.
- The daily traffic volumes along Bonnie Brae, Clinton Place and William Street are consistent with the daily traffic volume of other local roadways within the Village (such as Keystone Avenue at Linden Street and Ashland Avenue at Vine Street) which were previously evaluated by KLOA, Inc and carry an average daily traffic volume of approximately 900 vehicles.
- The results of the capacity analyses indicated that the respective intersections of Le Moyne Parkway and Greenfield Street with Bonnie Brae and Clinton Place operate at a very good level of service which are expected for the volumes of traffic these intersections carry during the peak hours and indicate that these intersections are operating well within their carrying capacity and are operating as designed and signed.

- Overall, the results of the traffic surveys indicate that cut-through traffic along Bonnie Brae, Clinton Place, William Street and Monroe Avenue is likely the result of eastbound traffic on North Avenue avoiding the intersection of North Avenue with Harlem Avenue to travel south on Harlem Avenue or to continue east on Le Moyne Parkway and Greenfield Street east of Harlem Avenue.
- William Street and Monroe Avenue in the southbound direction experienced an average speed of 29 and 27 miles per hour, respectively, with an 85th percentile speed of 38 and 33 miles per hour, respectively. The higher speeds are partly due to the result of the no-parking restrictions that exist along the west side of these roadways.
- Recommendations to the traffic control, pedestrian and bicycle facilities, and traffic calming measures were prepared to address cut-through, speeding, and potential vehicle/pedestrian conflicts within the neighborhood as summarized in Tables 1 through 3 and illustrated in Figure 8.

Appendix

Report Figures

Daily Traffic Count/Speed Surveys

Peak Period Turning Movement Counts

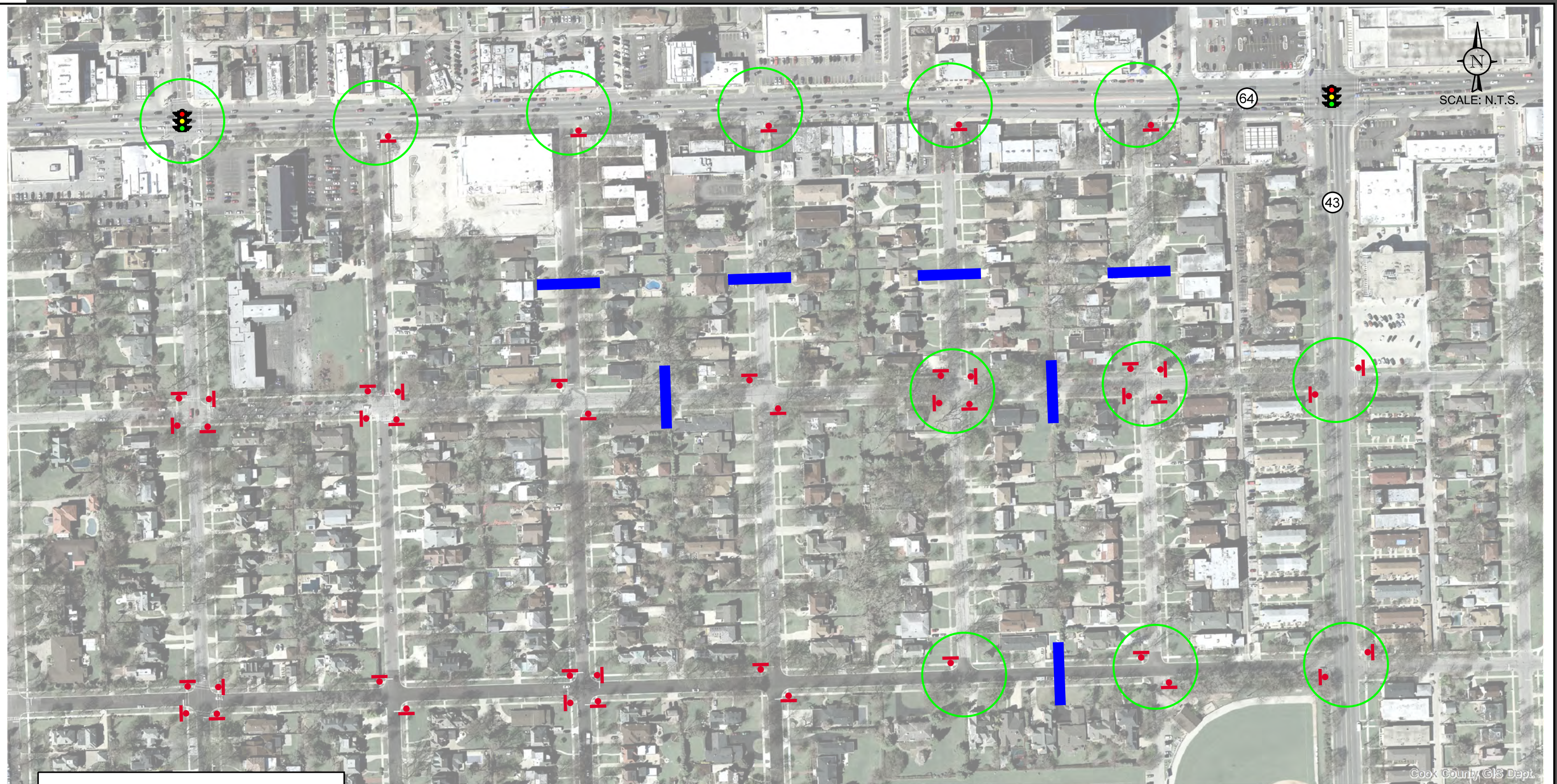
Crash Tables

Level of Service Criteria

Capacity Analysis Summary Sheets

Examples of Traffic Calming Measures

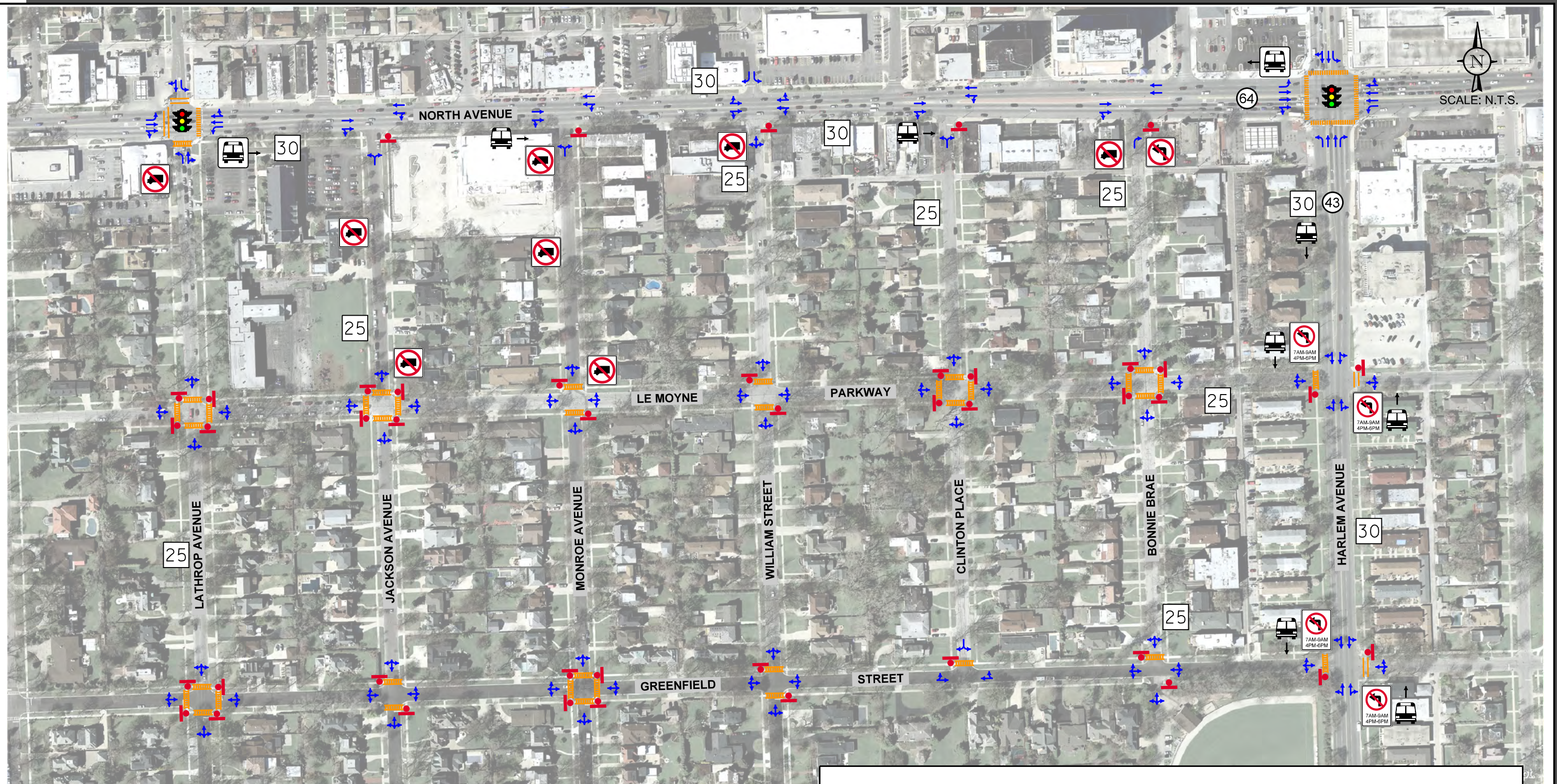
Report Figures



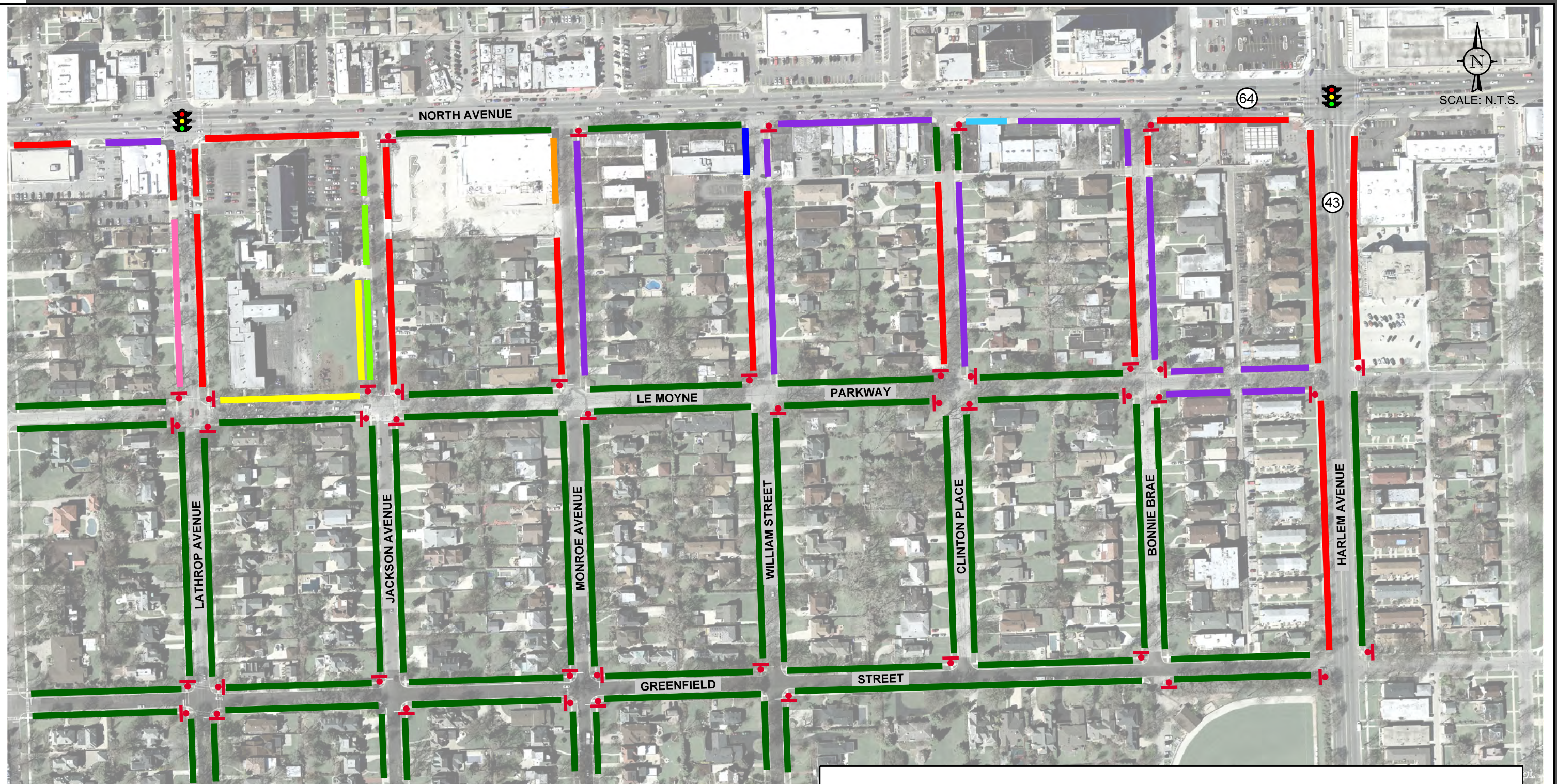
-  - TURNING MOVEMENT COUNT
-  - SPEED STUDY

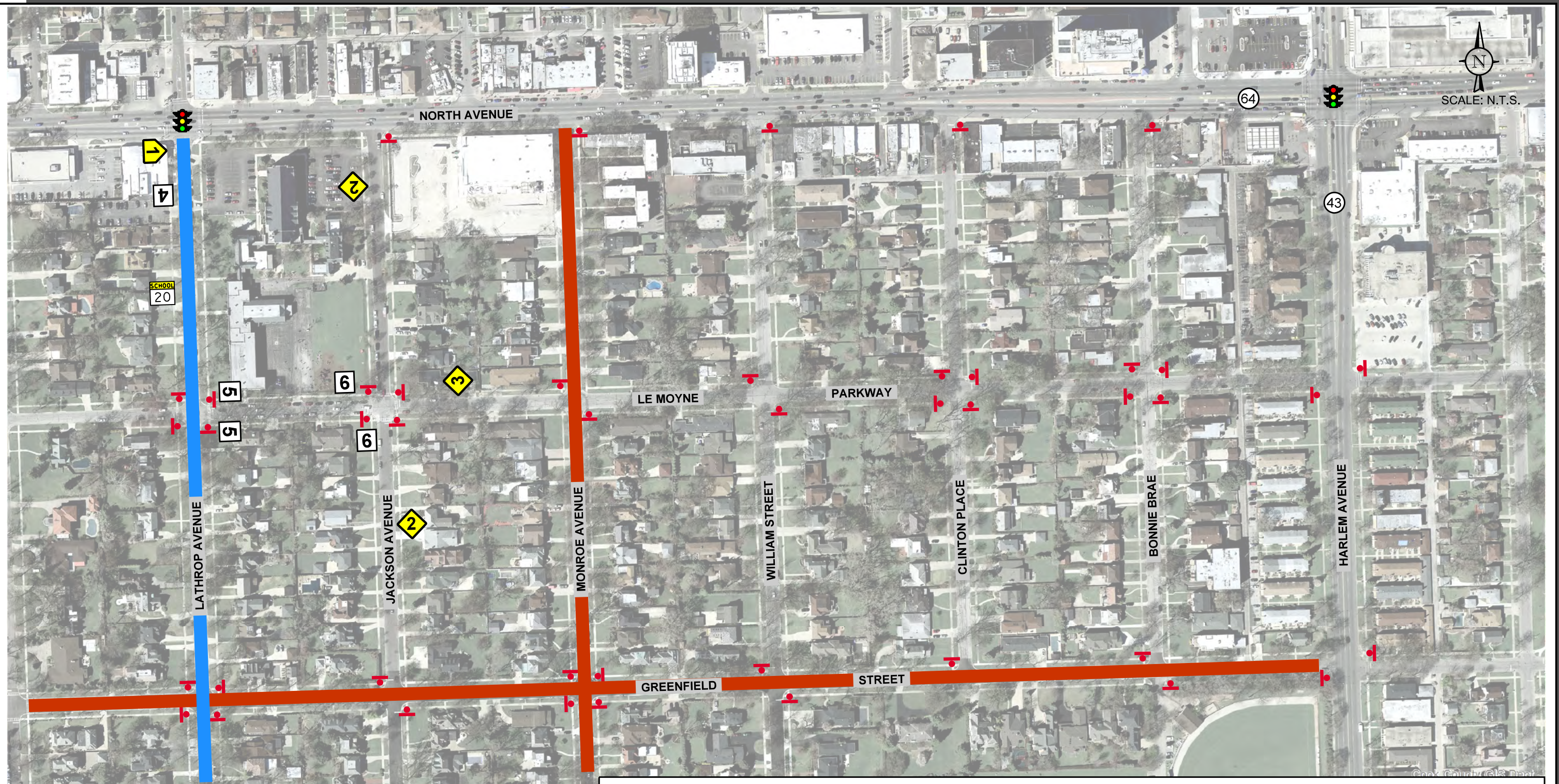
RIVER FOREST
NEIGHBORHOOD STUDY
RIVER FOREST, ILLINOIS

NEIGHBORHOOD STUDY AREA AND COUNT LOCATIONS



➡ - TRAVEL LANE	XX - SPEED LIMIT	— - STANDARD CROSSWALK
🚦 - TRAFFIC SIGNAL	🚌 - BUS STOP	- HIGH VISIBILITY CROSSWALK
🛑 - STOP SIGN	🚌 - BUS STOP WITH SHELTER	- HIGH VISIBILITY CROSSWALK





SCALE: N.T.S.

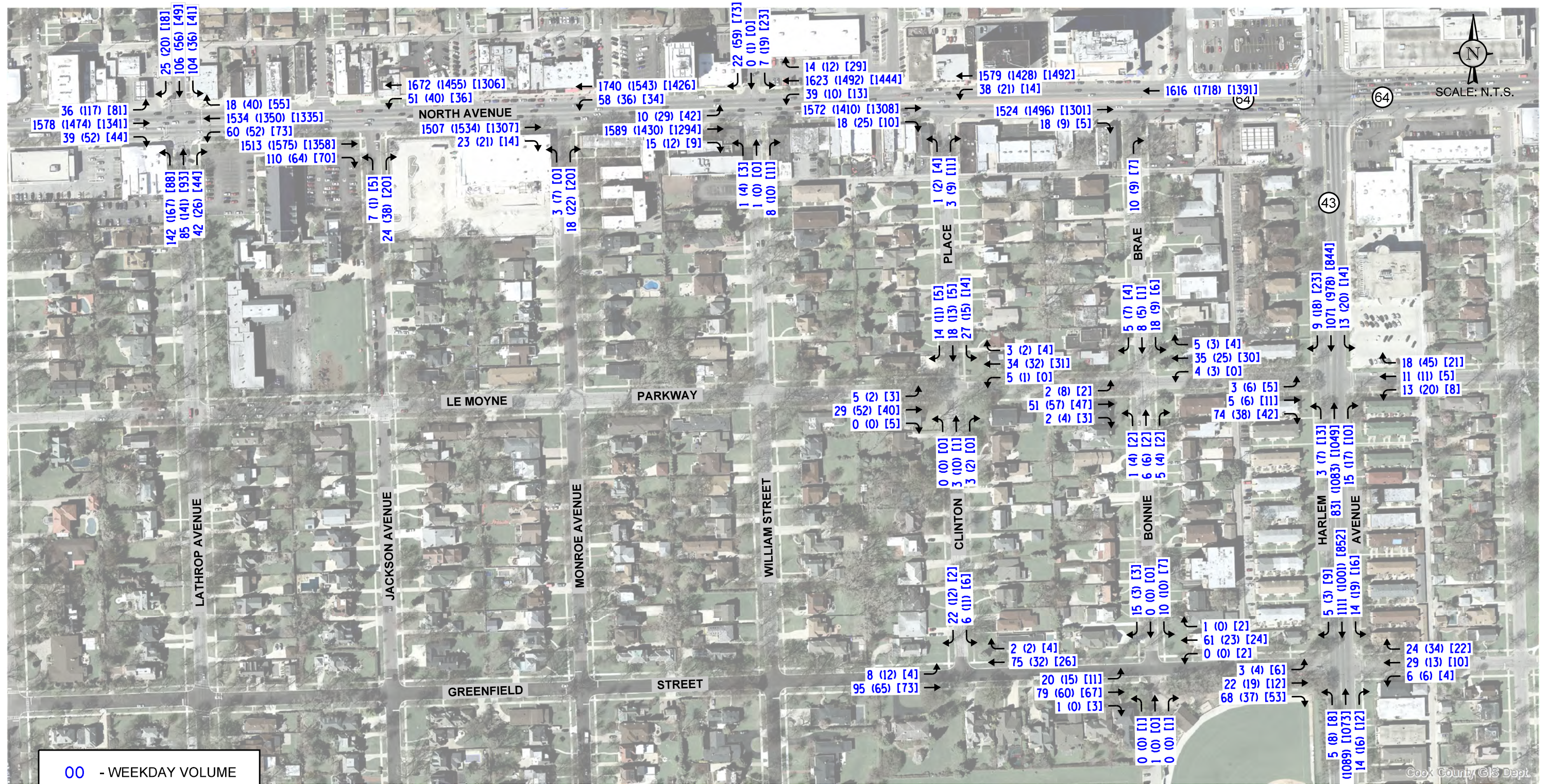
 - MARKED SHARED LANE	 = 1	 = 2	 = 3	 = 4	 = 5	 = 6
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00 - WEEKDAY VOLUME
 (00) - SATURDAY VOLUME
 00 - AVERAGE DAILY TRAFFIC (ADT)



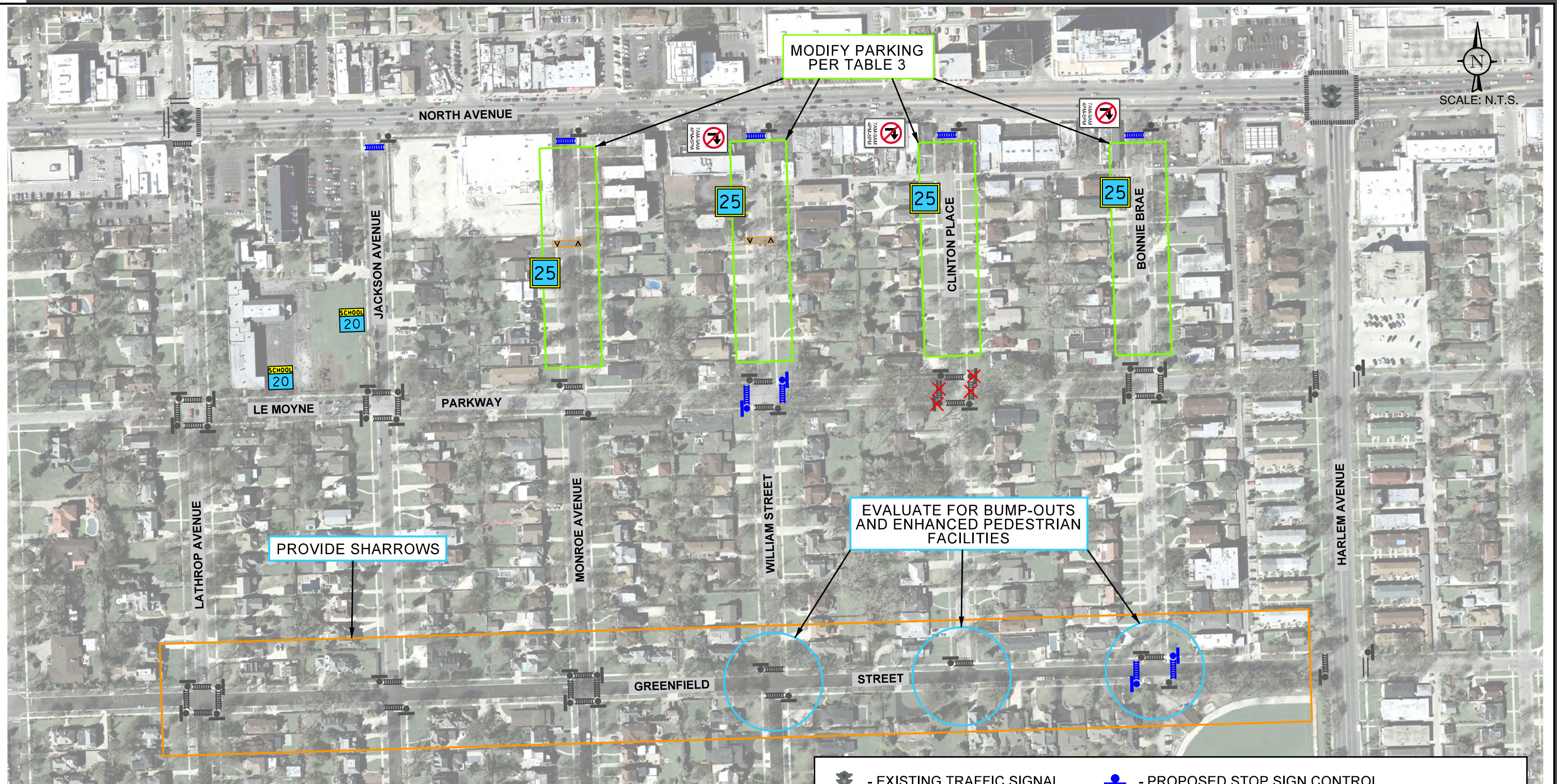
Cook County GIS Dept.



00 - WEEKDAY VOLUME
(00) - WEEKDAY VOLUME
[00] - SATURDAY VOLUME

RIVER FOREST
NEIGHBORHOOD STUDY
RIVER FOREST, ILLINOIS

EXISTING INTERSECTION PEAK HOUR VOLUMES



	- EXISTING TRAFFIC SIGNAL		- PROPOSED STOP SIGN CONTROL
	- EXISTING STOP SIGN		- PROPOSED CROSSWALK
	- REMOVE STOP SIGN		- PROPOSED YELLOW-BORDERED SPEED LIMIT SIGN
	- PROPOSED SPEED HUMPS		- PROPOSED SCHOOL SPEED LIMIT SIGN

Daily Traffic Count/Speed Surveys

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99		Speed	in Pace
03/06/22		0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
	07:00	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8	16-25	7
	08:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
	09:00	3	5	3	3	0	0	0	0	0	0	0	0	0	0	14	15-24	8
	10:00	4	7	10	0	0	0	0	0	0	0	0	0	0	0	21	16-25	17
	11:00	1	10	6	3	0	0	0	0	0	0	0	0	0	0	20	16-25	16
	12 PM	2	6	15	5	0	0	0	0	0	0	0	0	0	0	28	16-25	21
	13:00	1	6	13	3	1	0	0	0	0	0	0	0	0	0	24	16-25	19
	14:00	5	5	6	6	2	0	0	0	0	0	0	0	0	0	24	19-28	12
	15:00	2	6	11	4	0	0	0	0	0	0	0	0	0	0	23	16-25	17
	16:00	3	5	7	3	0	0	0	0	0	0	0	0	0	0	18	16-25	12
	17:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	8	13-22	4
	18:00	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5	16-25	3
	19:00	4	2	6	0	0	0	0	0	0	0	0	0	0	0	12	16-25	8
	20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
	21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
	23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2
Total		34	72	92	32	4	0	0	0	0	0	0	0	0	0	234		
Percent	14.5%	30.8%	39.3%	13.7%	1.7%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	10:00	09:00											10:00		
Vol.	4	10	10	3												21		
PM Peak	14:00	12:00	12:00	14:00	14:00	14:00										12:00		
Vol.	5	6	15	6	2											28		
Total	229	396	560	189	26											1403		
Percent	16.3%	28.2%	39.9%	13.5%	1.9%		0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	956
Percent in Pace :	68.1%
Number of Vehicles > 25 MPH :	218
Percent of Vehicles > 25 MPH :	15.5%
Mean Speed(Average) :	20 MPH

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number		
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace		
03/04/22		0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2		
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1		
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
	05:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4		
	06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1		
	07:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6	11-20	4		
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	09:00	4	8	8	1	1	0	0	0	0	0	0	0	0	0	22	16-25	16		
	10:00	7	4	2	0	0	0	0	0	0	0	0	0	0	0	13	16-25	6		
	11:00	5	5	8	2	0	0	0	0	0	0	0	0	0	0	20	16-25	13		
	12 PM	2	5	2	1	0	0	0	0	0	0	0	0	0	0	10	16-25	7		
	13:00	2	4	7	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11		
	14:00	5	4	6	0	0	0	0	0	0	0	0	0	0	0	15	16-25	10		
	15:00	3	4	5	1	0	0	0	0	0	0	0	0	0	0	13	16-25	9		
	16:00	2	6	5	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11		
	17:00	4	7	4	1	0	0	0	0	0	0	0	0	0	0	16	16-25	11		
	18:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7	15-24	5		
	19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9-18	3		
	20:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2		
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1		
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
Total		45	60	62	10	3	0	0	0	0	0	0	0	0	0	180				
Percent		25.0%	33.3%	34.4%	5.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak		10:00	09:00	09:00	11:00	09:00													09:00	
Vol.		7	8	8	2	1													22	
PM Peak		14:00	17:00	13:00	12:00	18:00													17:00	
Vol.		5	7	7	1	2													16	

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/06/22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
	07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
	08:00	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8	16-25	7
	09:00	1	3	8	2	0	0	0	0	0	0	0	0	0	0	14	16-25	11
	10:00	2	2	7	1	0	0	0	0	0	0	0	0	0	0	12	16-25	9
	11:00	2	2	4	1	0	0	0	0	0	0	0	0	0	0	9	16-25	6
	12 PM	5	12	4	5	0	0	0	0	0	0	0	0	0	0	26	16-25	16
	13:00	1	8	4	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
	14:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	15-24	3
	15:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8	11-20	5
	16:00	2	0	1	2	0	0	0	0	0	0	0	0	0	0	5	20-29	3
	17:00	6	0	2	1	0	0	0	0	0	0	0	0	0	0	9	6-15	4
	18:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
	19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
	21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total		27	43	47	16	0	0	0	0	0	0	0	0	0	0	133		
Percent		20.3%	32.3%	35.3%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	08:00	09:00	09:00											09:00		
Vol.		2	3	8	2											14		
PM Peak		17:00	12:00	12:00	12:00											12:00		
Vol.		6	12	217	63											26		
Total		180	213	217	9.3%	0.9%	1	0	0	0	0	0	0	0	0	680		
Percent		26.5%	31.3%	31.9%	9.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	430
	Percent in Pace :	63.2%
Number of Vehicles > 25 MPH :		70
Percent of Vehicles > 25 MPH :		10.3%
Mean Speed(Average) :		18 MPH

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/03/22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	1	
05:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5	21-30	2	2	
06:00	1	6	8	2	0	0	0	0	0	0	0	0	0	0	17	16-25	14	14	
07:00	10	11	16	7	3	1	0	0	0	0	0	0	0	0	48	16-25	27	27	
08:00	7	9	21	7	1	1	0	0	0	0	0	0	0	0	46	16-25	30	30	
09:00	12	14	13	5	0	0	0	0	0	0	0	0	0	0	44	16-25	27	27	
10:00	15	13	10	2	0	0	0	0	0	0	0	0	0	0	40	16-25	23	23	
11:00	11	18	16	4	0	0	0	0	0	0	0	0	0	0	49	16-25	34	34	
12 PM	12	10	13	4	1	0	0	0	0	0	0	0	0	0	40	16-25	23	23	
13:00	8	10	16	4	0	0	0	0	0	0	0	0	0	0	38	16-25	26	26	
14:00	8	13	22	5	1	0	0	0	0	0	0	0	0	0	49	16-25	35	35	
15:00	14	11	19	4	0	0	0	0	0	0	0	0	0	0	48	16-25	30	30	
16:00	20	16	10	4	0	0	0	0	0	0	0	0	0	0	50	16-25	26	26	
17:00	13	22	17	3	0	0	0	0	0	0	0	0	0	0	55	16-25	39	39	
18:00	7	16	16	3	0	0	0	0	0	0	0	0	0	0	42	16-25	32	32	
19:00	1	6	11	1	1	0	0	0	0	0	0	0	0	0	20	16-25	17	17	
20:00	5	4	4	2	0	0	0	0	0	0	0	0	0	0	15	16-25	8	8	
21:00	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6	6	
22:00	1	2	3	3	0	0	0	0	0	0	0	0	0	0	9	19-28	6	6	
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	
Total	149	186	221	61	7	2	0	0	0	0	0	0	0	0	626				
Percent	23.8%	29.7%	35.3%	9.7%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	11:00	08:00	07:00	07:00	07:00									11:00				
Vol.	15	18	21	7	3	1									49				
PM Peak	16:00	17:00	14:00	14:00	12:00										17:00				
Vol.	20	22	22	5	1										55				

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Speed	in Pace
03/20/22		1	1	0	2	1	0	0	0	0	0	0	0	0	0	5	26-35
	01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18
	06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18
	07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18
	08:00	0	2	6	5	0	0	0	0	0	0	0	0	0	0	13	21-30
	09:00	0	2	9	5	0	0	0	0	0	0	0	0	0	0	16	21-30
	10:00	1	1	20	4	0	0	0	0	0	0	0	0	0	0	26	21-30
	11:00	2	3	9	11	2	0	0	0	0	0	0	0	0	0	27	21-30
	12 PM	1	5	17	16	3	0	0	0	0	0	0	0	0	0	42	21-30
	13:00	1	3	22	9	3	0	0	0	0	0	0	0	0	0	38	21-30
	14:00	0	3	21	16	0	0	0	0	0	0	0	0	0	0	40	21-30
	15:00	2	6	17	12	3	1	0	0	0	0	0	0	0	0	41	21-30
	16:00	0	4	18	15	2	1	0	0	0	0	0	0	0	0	40	21-30
	17:00	0	8	15	19	4	0	0	0	0	0	0	0	0	0	46	21-30
	18:00	2	3	13	14	3	0	0	0	0	0	0	0	0	0	35	21-30
	19:00	0	3	13	7	2	0	0	0	0	0	0	0	0	0	25	21-30
	20:00	2	0	8	2	1	0	0	0	0	0	0	0	0	0	13	20-29
	21:00	0	3	8	1	0	1	0	0	0	0	0	0	0	0	13	16-25
	22:00	0	0	2	0	1	0	0	0	1	0	0	0	0	0	4	15-24
	23:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4	19-28
Total		14	51	201	141	25	3	0	0	1	0	0	0	0	0	436	
Percent		3.2%	11.7%	46.1%	32.3%	5.7%	0.7%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak		11:00	11:00	10:00	11:00	11:00										11:00	
Vol.		2	3	20	11	2										27	
PM Peak		15:00	17:00	13:00	17:00	17:00	15:00			22:00						17:00	
Vol.		2	8	22	19	4	1			1						46	
Total		63	245	908	513	85	17	0	1	1	0	0	0	0	0	1833	
Percent		3.4%	13.4%	49.5%	28.0%	4.6%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1421
	Percent in Pace :	77.5%
	Number of Vehicles > 25 MPH :	617
	Percent of Vehicles > 25 MPH :	33.7%
	Mean Speed(Average) :	24 MPH

Latitude: 0° 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	45	50	55	60	65	70	75	999		Speed	in Pace
Time																		
03/18/22	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	19-28	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	10	21-30	8
06:00	0	1	9	4	0	0	2	0	0	0	0	0	0	0	0	16	21-30	13
07:00	3	7	26	14	3	0	1	1	0	0	0	0	0	0	0	54	21-30	40
08:00	1	11	28	20	6	0	0	0	0	0	0	0	0	0	0	66	21-30	48
09:00	2	7	27	10	2	2	0	0	0	0	0	0	0	0	0	50	21-30	37
10:00	2	6	16	14	3	0	0	0	0	0	0	0	0	0	0	41	21-30	30
11:00	1	12	29	15	6	0	1	0	0	0	0	0	0	0	0	64	21-30	44
12 PM	1	10	28	21	3	0	0	0	0	0	0	0	0	0	0	63	21-30	49
13:00	1	6	21	16	8	0	0	0	0	0	0	0	0	0	0	52	21-30	37
14:00	1	4	29	21	8	0	0	0	0	0	0	0	0	0	0	63	21-30	50
15:00	2	7	30	43	9	0	0	0	1	0	0	0	0	0	0	92	21-30	73
16:00	0	7	28	18	5	0	3	0	0	0	0	0	0	0	0	61	21-30	46
17:00	3	5	30	28	6	1	0	0	0	0	0	0	0	0	0	73	21-30	58
18:00	1	10	24	11	4	0	0	0	0	0	0	0	0	0	0	50	21-30	35
19:00	1	7	19	17	1	0	0	0	0	0	0	0	0	0	0	45	21-30	36
20:00	0	3	9	3	0	0	0	0	0	0	0	0	0	0	0	15	16-25	12
21:00	0	3	7	4	0	1	0	0	0	0	0	0	0	0	0	15	21-30	11
22:00	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	10	21-30	9
23:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5	24-33	3
Total	19	110	371	273	68	9	2	2	1	0	0	0	0	0	0	853		
Percent	2.2%	12.9%	43.5%	32.0%	8.0%	1.1%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	08:00	08:00	06:00	07:00									08:00		
Vol.	3	12	29	20	6	2	1									66		
PM Peak	17:00	12:00	15:00	15:00	15:00	16:00			15:00							15:00		
Vol.	3	10	30	43	9	3	1		1							92		

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/20/22	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
01:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
07:00	0	0	5	5	5	1	0	0	0	0	0	0	0	0	0	11	21-30	10
08:00	0	1	7	10	10	2	0	0	0	0	0	0	0	0	0	20	21-30	17
09:00	0	4	11	9	9	3	1	1	0	0	0	0	0	0	0	29	21-30	20
10:00	2	7	26	27	27	9	0	0	0	0	0	0	0	0	0	71	21-30	53
11:00	0	3	14	14	31	9	1	0	0	0	0	0	0	0	0	58	21-30	45
12 PM	1	7	17	24	24	8	4	0	0	0	0	0	0	0	0	61	21-30	41
13:00	0	5	15	15	30	6	0	0	0	0	0	0	0	0	0	56	21-30	45
14:00	1	3	19	21	21	7	0	1	0	0	0	0	0	0	0	52	21-30	40
15:00	3	4	24	18	18	8	1	0	0	0	0	0	0	0	0	58	21-30	42
16:00	0	2	10	15	15	7	0	0	0	0	0	0	0	0	0	34	21-30	25
17:00	0	3	19	13	13	4	2	0	0	0	0	0	0	0	0	41	21-30	32
18:00	0	5	11	11	8	1	0	0	0	0	0	0	0	0	0	25	21-30	19
19:00	1	8	6	12	12	4	0	0	0	0	0	0	0	0	0	31	21-30	18
20:00	1	3	6	7	7	3	0	0	0	0	0	0	0	0	0	20	21-30	13
21:00	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	6	21-30	5
22:00	2	0	3	1	1	1	1	0	0	0	0	0	0	0	0	8	21-30	4
23:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
Total	11	58	199	240	240	74	10	2	0	0	0	0	0	0	0	594		
Percent	1.9%	9.8%	33.5%	40.4%	12.5%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	10:00	10:00	09:00	09:00								10:00		
Vol.	2	7	26	31	9	1	1									71		
PM Peak	15:00	19:00	15:00	13:00	12:00	12:00	12:00	14:00								12:00		
Vol.	3	8	24	30	8	4	4	1								61		
Total	65	367	1246	1013	254	32	7									2985		
Percent	2.2%	12.3%	41.7%	33.9%	8.5%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	2259
	Percent in Pace :	75.7%
	Number of Vehicles > 25 MPH :	1307
	Percent of Vehicles > 25 MPH :	43.8%
	Mean Speed(Average) :	25 MPH

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/19/22	2	3	3	1	0	0	0	0	0	0	0	0	0	0	9	16-25		6	
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28		2	
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29		2	
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33		2	
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28		1	
05:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	19-28		2	
06:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6	18-27		5	
07:00	0	3	6	4	2	0	0	0	0	0	0	0	0	0	15	21-30		10	
08:00	2	4	22	7	3	1	0	0	0	0	0	0	0	0	39	21-30		29	
09:00	1	6	29	18	5	0	0	0	0	0	0	0	0	0	59	21-30		47	
10:00	5	10	36	16	1	0	1	0	0	0	0	0	0	0	69	21-30		52	
11:00	3	16	54	27	5	0	0	0	0	0	0	0	0	0	105	21-30		81	
12 PM	2	13	66	36	7	1	0	0	0	0	0	0	0	0	125	21-30		102	
13:00	6	10	55	36	5	1	0	0	0	0	0	0	0	0	113	21-30		91	
14:00	1	9	41	42	9	1	0	0	0	0	0	0	0	0	103	21-30		83	
15:00	3	14	41	28	10	0	0	0	0	0	0	0	0	0	96	21-30		69	
16:00	2	9	41	36	6	2	0	0	0	0	0	0	0	0	96	21-30		77	
17:00	0	12	42	26	6	1	0	0	0	0	0	0	0	0	87	21-30		68	
18:00	1	6	30	23	9	1	0	0	0	0	0	0	0	0	70	21-30		53	
19:00	0	5	16	19	2	1	0	0	0	0	0	0	0	0	43	21-30		35	
20:00	0	9	15	6	3	0	0	0	0	0	0	0	0	0	33	16-25		24	
21:00	1	1	18	6	0	0	0	0	0	0	0	0	0	0	26	21-30		24	
22:00	0	5	10	5	1	0	0	0	0	0	0	0	0	0	21	16-25		15	
23:00	2	6	8	6	0	0	0	0	0	0	0	0	0	0	22	16-25		14	
Total	31	142	539	349	75	10	1	0	0	0	0	0	0	0	1147				
Percent	2.7%	12.4%	47.0%	30.4%	6.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	11:00	11:00	11:00	09:00	05:00	10:00								11:00				
Vol.	5	16	54	27	5	1	1								105				
PM Peak	13:00	15:00	12:00	14:00	15:00	16:00									12:00				
Vol.	6	14	66	42	10	2									125				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2															Total	Pace Speed	Number in Pace
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76			
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
03/20/22	1	2	2	4	1	0	0	0	0	0	0	0	0	0	10	21-30	6
01:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
06:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	19-28	3
07:00	0	1	5	5	1	0	0	0	0	0	0	0	0	0	12	21-30	10
08:00	0	3	13	15	2	0	0	0	0	0	0	0	0	0	33	21-30	28
09:00	0	6	20	14	3	1	1	0	0	0	0	0	0	0	45	21-30	34
10:00	3	8	46	31	9	0	0	0	0	0	0	0	0	0	97	21-30	77
11:00	2	6	23	42	11	1	0	0	0	0	0	0	0	0	85	21-30	65
12 PM	2	12	34	40	11	4	0	0	0	0	0	0	0	0	103	21-30	74
13:00	1	8	37	39	9	0	0	0	0	0	0	0	0	0	94	21-30	76
14:00	1	6	40	37	7	0	1	0	0	0	0	0	0	0	92	21-30	77
15:00	5	10	41	30	11	2	0	0	0	0	0	0	0	0	99	21-30	71
16:00	0	6	28	30	9	1	0	0	0	0	0	0	0	0	74	21-30	58
17:00	0	11	34	32	8	2	0	0	0	0	0	0	0	0	87	21-30	66
18:00	2	8	24	22	4	0	0	0	0	0	0	0	0	0	60	21-30	46
19:00	1	11	19	19	6	0	0	0	0	0	0	0	0	0	56	21-30	38
20:00	3	3	14	9	4	0	0	0	0	0	0	0	0	0	33	21-30	23
21:00	0	4	9	5	0	1	0	0	0	0	0	0	0	0	19	19-28	14
22:00	2	0	5	1	2	1	0	0	1	0	0	0	0	0	12	21-30	6
23:00	1	0	3	2	1	0	0	0	0	0	0	0	0	0	7	21-30	5
Total	25	109	400	381	99	13	2	0	1	0	0	0	0	0	1030		
Percent	2.4%	10.6%	38.8%	37.0%	9.6%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	09:00	09:00								10:00		
Vol.	3	8	46	42	11	1	1								97		
PM Peak	15:00	12:00	15:00	12:00	12:00	12:00	14:00		22:00						12:00		
Vol.	5	12	41	40	11	4	1		1						103		
Total	128	612	2154	1526	339	49	7	2	1	0	0	0	0	0	4818		
Percent	2.7%	12.7%	44.7%	31.7%	7.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
15th Percentile :																	
50th Percentile :																	
85th Percentile :																	
95th Percentile :																	

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	3680
	Percent in Pace :	76.4%
	Number of Vehicles > 25 MPH :	1924
	Percent of Vehicles > 25 MPH :	39.9%
	Mean Speed(Average) :	24 MPH

Latitude: 0° 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
03/06/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23
01:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
07:00	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	*
08:00	0	6	2	3	3	1	0	0	0	0	0	0	0	0	0	7	19-28
09:00	6	6	7	2	0	0	0	0	0	0	0	0	0	0	0	12	15-24
10:00	4	5	9	4	0	0	0	0	0	0	0	0	0	0	0	21	16-25
11:00	14	8	6	3	1	0	0	0	0	0	0	0	0	0	0	32	15-24
12 PM	3	8	6	2	1	1	0	0	0	0	0	0	0	0	0	20	16-25
13:00	4	6	5	4	0	0	0	0	0	0	0	0	0	0	0	19	16-25
14:00	3	6	6	2	2	2	2	0	0	0	0	0	0	0	0	21	16-25
15:00	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	7	19-28
16:00	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20
17:00	1	5	3	3	0	0	0	0	0	0	0	0	0	0	0	12	16-25
18:00	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	9	21-30
19:00	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28
20:00	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8	16-25
21:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	4	20-29
22:00	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28
23:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	15-24
Total	40	64	67	40	7	7	2	0	0	0	0	0	0	0	0	220	
Percent	18.2%	29.1%	30.5%	18.2%	3.2%	3.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	11:00	10:00	10:00	08:00											11:00	
Vol.	14	8	9	4	1											32	
PM Peak	13:00	12:00	12:00	13:00	14:00	14:00	14:00									14:00	
Vol.	4	8	6	4	2	2	2									21	
Total	214	331	351	185	48	7	7	2	0	0	0	0	0	0	0	1138	
Percent	18.8%	29.1%	30.8%	16.3%	4.2%	0.6%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	682
	Percent in Pace :	59.9%
	Number of Vehicles > 25 MPH :	242
	Percent of Vehicles > 25 MPH :	21.3%
	Mean Speed(Average) :	20 MPH

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Number	
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	Total	Speed	in	Pace
03/06/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1	1
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1	1
06:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	10-19	2	2
07:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3	3
08:00	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6	6
09:00	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	11	16-25	8	8
10:00	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	10	15-24	5	5
11:00	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	14	1-10	6	6
12 PM	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	16	13-22	9	9
13:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	11	16-25	6	6
14:00	3	4	1	2	1	0	0	0	0	0	0	0	0	0	0	11	14-23	5	5
15:00	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7	7
16:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11	15-24	10	10
17:00	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	7	11-20	5	5
18:00	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6	6
19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1	1
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1	1
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1	1
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1	1
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1	1
Total	47	43	36	7	1	0	0	0	0	0	0	0	0	0	0	134			
Percent	35.1%	32.1%	26.9%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.00			
AM Peak	11:00	09:00	08:00	06:00												14			
Vol.	9	4	5	2												12:00			
PM Peak	12:00	16:00	15:00	14:00	14:00											16			
Vol.	7	8	5	2	1											665			
Total	215	222	186	37	4	1	0	0	0	0	0	0	0	0	0				
Percent	32.3%	33.4%	28.0%	5.6%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	408
	Percent in Pace :	61.4%
	Number of Vehicles > 25 MPH :	42
	Percent of Vehicles > 25 MPH :	6.3%
Mean Speed(Average) :		17 MPH

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					*
03/03/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	1	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2	2	
06:00	1	4	3	3	1	1	0	0	0	0	0	0	0	0	13	16-25	7	7	
07:00	6	10	11	9	2	1	0	0	0	0	0	0	0	0	39	16-25	21	21	
08:00	9	10	9	6	2	0	0	0	0	0	0	0	0	0	36	16-25	19	19	
09:00	6	17	12	2	0	0	0	0	0	0	0	0	0	0	37	16-25	29	29	
10:00	12	15	8	4	3	0	0	0	0	0	0	0	0	0	42	16-25	23	23	
11:00	9	15	10	6	0	0	1	0	0	0	0	0	0	0	41	16-25	25	25	
12 PM	8	13	19	1	1	0	0	0	0	0	0	0	0	0	42	16-25	32	32	
13:00	3	14	11	2	2	1	0	0	0	0	0	0	0	0	33	16-25	25	25	
14:00	4	4	4	6	3	1	0	0	0	0	0	0	0	0	22	20-29	10	10	
15:00	7	13	14	4	2	1	0	0	0	0	0	0	0	0	41	16-25	27	27	
16:00	11	4	12	1	1	0	0	0	0	0	0	0	0	0	29	16-25	16	16	
17:00	10	15	15	1	0	0	0	0	0	0	0	0	0	0	41	16-25	30	30	
18:00	2	5	7	2	0	0	0	0	0	0	0	0	0	0	16	16-25	12	12	
19:00	6	0	8	2	1	0	0	0	0	0	0	0	0	0	17	20-29	10	10	
20:00	2	6	2	3	0	0	0	0	0	0	0	0	0	0	13	15-24	8	8	
21:00	2	2	9	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11	11	
22:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	6	20-29	3	3	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
Total	101	148	157	56	18	5	1	0	0	0	0	0	0	0	486				
Percent	20.8%	30.5%	32.3%	11.5%	3.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	09:00	09:00	07:00	10:00	06:00	11:00								10:00				
Vol.	12	17	12	9	3	1	1								42				
PM Peak	16:00	17:00	12:00	14:00	14:00	13:00									12:00				
Vol.	11	15	19	6	3	1									42				

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/04/22	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	*	2	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5	11-20	3	3	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
05:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4	4	
06:00	2	4	3	5	0	1	0	0	0	0	0	0	0	0	15	19-28	8	8	
07:00	2	7	15	7	2	0	0	0	0	0	0	0	0	0	33	16-25	22	22	
08:00	7	10	7	7	2	0	1	0	0	0	0	0	0	0	34	16-25	17	17	
09:00	9	14	20	9	2	0	0	0	0	0	0	0	0	0	54	16-25	34	34	
10:00	8	7	19	4	0	0	0	0	0	0	0	0	0	0	38	16-25	26	26	
11:00	12	18	17	3	1	0	0	0	0	0	0	0	0	0	51	16-25	35	35	
12 PM	9	11	10	3	0	0	0	0	0	0	0	0	0	0	33	16-25	21	21	
13:00	5	14	7	2	1	0	0	0	0	0	0	0	0	0	29	16-25	21	21	
14:00	5	12	12	3	3	0	0	0	0	0	0	0	0	0	35	16-25	24	24	
15:00	10	9	11	0	1	0	0	0	0	0	0	0	0	0	31	16-25	20	20	
16:00	5	21	11	3	1	0	0	0	0	0	0	0	0	0	41	16-25	32	32	
17:00	8	7	8	4	1	0	0	0	0	0	0	0	0	0	28	16-25	15	15	
18:00	9	9	6	1	1	0	0	0	0	0	0	0	0	0	26	16-25	15	15	
19:00	3	5	3	0	0	0	0	0	0	0	0	0	0	0	11	15-24	8	8	
20:00	2	1	5	4	1	0	0	0	0	0	0	0	0	0	13	21-30	9	9	
21:00	2	0	4	3	0	0	0	0	0	0	0	0	0	0	9	21-30	7	7	
22:00	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6	13-22	3	3	
23:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6	15-24	4	4	
Total	101	160	162	63	17	1	1	0	0	0	0	0	0	0	505				
Percent	20.0%	31.7%	32.1%	12.5%	3.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	11:00	09:00	09:00	07:00	06:00	08:00								09:00				
Vol.	12	18	20	9	2	1	1								54				
PM Peak	15:00	16:00	14:00	17:00	14:00										16:00				
Vol.	10	21	12	4	3										41				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
03/05/22	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	14-23	3	
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	*	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			*	
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	
04:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	15-24	1	1	
05:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4	20-29	3	1	
06:00	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6	6	
07:00	1	5	3	2	0	0	0	0	0	0	0	0	0	0	11	16-25	8	8	
08:00	3	8	12	6	1	0	0	0	0	0	0	0	0	0	30	16-25	20	20	
09:00	9	14	10	5	1	0	0	0	0	0	0	0	0	0	39	16-25	24	24	
10:00	16	12	15	7	0	0	0	0	0	0	0	0	0	0	50	16-25	27	27	
11:00	22	19	13	10	2	0	0	0	0	0	0	0	0	0	66	16-25	32	32	
12 PM	11	15	14	4	2	0	0	0	0	0	0	0	0	0	46	16-25	29	29	
13:00	9	9	6	5	0	0	0	0	0	0	0	0	0	0	29	16-25	15	15	
14:00	14	13	6	2	0	0	0	0	0	0	0	0	0	0	35	15-24	19	19	
15:00	17	12	5	2	0	0	0	0	0	0	0	0	0	0	36	11-20	18	18	
16:00	8	6	2	1	1	0	0	0	0	0	0	0	0	0	18	11-20	9	9	
17:00	4	4	7	4	0	0	0	0	0	0	0	0	0	0	19	21-30	11	11	
18:00	5	6	1	0	0	0	0	0	0	0	0	0	0	0	12	11-20	8	8	
19:00	3	3	4	1	0	0	0	0	0	0	0	0	0	0	11	16-25	7	7	
20:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8	16-25	4	4	
21:00	3	2	1	0	2	0	0	0	0	0	0	0	0	0	8	16-25	3	3	
22:00	6	2	4	1	0	0	0	0	0	0	0	0	0	0	13	15-24	6	6	
23:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6	20-29	5	5	
Total	140	138	115	56	9	0	0	0	0	0	0	0	0	0	458				
Percent	30.6%	30.1%	25.1%	12.2%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	11:00	10:00	11:00	11:00										11:00				
Vol.	22	19	15	10	2										66				
PM Peak	15:00	12:00	12:00	13:00	12:00										12:00				
Vol.	17	15	14	5	2										46				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total		Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			Speed	in Pace
03/18/22		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9-18	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2	24-33	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9-18	1
	04:00	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	3	9-18	1
	05:00	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6	6	26-35	5
	06:00	2	1	2	4	3	3	1	0	0	0	0	0	0	0	16	16	24-33	7
	07:00	1	6	25	26	9	3	3	0	0	0	0	0	0	0	73	73	21-30	51
	08:00	1	5	6	19	10	9	3	0	2	0	0	0	0	0	55	55	26-35	29
	09:00	1	1	12	11	8	5	1	1	0	0	0	0	0	0	40	40	21-30	23
	10:00	2	7	13	15	8	2	0	0	0	0	0	0	0	0	47	47	21-30	28
	11:00	2	2	12	21	9	5	0	0	0	0	0	0	0	0	51	51	21-30	33
	12 PM	2	11	14	21	7	5	0	0	0	0	0	0	0	0	60	60	21-30	35
	13:00	5	4	14	8	6	2	1	0	0	0	0	0	0	0	40	40	21-30	22
	14:00	2	9	14	25	14	5	0	0	0	0	1	0	0	0	70	70	26-35	39
	15:00	2	7	11	19	16	3	1	0	0	1	0	0	0	0	60	60	26-35	35
	16:00	2	6	23	16	18	8	2	0	1	0	0	0	0	0	76	76	21-30	39
	17:00	0	7	17	16	12	8	2	0	0	0	0	0	0	0	62	62	21-30	33
	18:00	2	9	12	17	7	3	1	0	0	0	0	0	0	0	51	51	21-30	29
	19:00	5	2	8	12	9	4	0	0	0	0	0	0	0	0	40	40	26-35	21
	20:00	1	5	11	13	4	1	0	0	0	0	0	0	0	0	35	35	21-30	24
	21:00	2	2	4	6	1	0	0	0	0	0	0	0	0	0	15	15	21-30	10
	22:00	1	0	5	0	5	0	0	0	0	0	0	0	0	0	11	11	16-25	5
	23:00	0	2	2	5	3	0	0	0	0	0	0	0	0	0	12	12	24-33	8
Total		33	89	205	260	151	67	16	1	3	1	1	0	0	0	827			
Percent		4.0%	10.8%	24.8%	31.4%	18.3%	8.1%	1.9%	0.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%				
AM Peak		06:00	10:00	07:00	07:00	08:00	08:00	07:00	09:00	08:00						07:00			
Vol.		2	7	25	26	10	9	3	1	2						73			
PM Peak		13:00	12:00	16:00	14:00	16:00	16:00	16:00		16:00	15:00	14:00				16:00			
Vol.		5	11	23	25	18	8	2		1	1	1				76			

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Speed		Total	76	999	Number in Pace
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	20-29		24-33		4	0	0	3
03/20/22	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	20-29		24-33		4	0	0	3
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	20-29		24-33		2	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20-29		24-33		0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20-29		24-33		0	0	0	*
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20-29		24-33		0	0	0	*
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	20-29		24-33		2	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20-29		24-33		1	0	0	1
07:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20-29		24-33		0	0	0	*
08:00	0	1	6	3	2	1	1	0	0	0	0	0	0	0	0	20-29		24-33		6	0	0	4
09:00	0	0	8	8	8	7	0	0	0	0	0	0	0	0	0	20-29		24-33		14	0	0	9
10:00	2	4	10	15	4	3	3	0	0	0	0	0	0	0	0	20-29		24-33		31	0	0	16
11:00	1	4	11	17	6	2	0	0	0	0	0	0	0	0	0	20-29		24-33		42	0	0	25
12 PM	2	8	28	17	7	0	0	0	0	0	0	0	0	0	0	20-29		24-33		41	0	0	28
13:00	7	7	20	27	10	2	1	0	0	0	0	0	0	0	0	20-29		24-33		62	0	0	45
14:00	1	3	25	15	2	4	0	0	0	0	0	0	0	0	0	20-29		24-33		74	0	0	47
15:00	3	6	13	17	9	1	0	0	0	0	0	0	0	0	0	20-29		24-33		50	0	0	40
16:00	4	7	21	12	13	4	0	0	0	0	0	0	0	0	0	20-29		24-33		49	0	0	30
17:00	1	9	21	20	8	4	2	0	0	0	0	0	0	0	0	20-29		24-33		61	0	0	33
18:00	2	3	12	17	5	2	0	0	0	0	0	0	0	0	0	20-29		24-33		65	0	0	41
19:00	0	2	6	18	6	3	1	0	0	0	0	0	0	0	0	20-29		24-33		41	0	0	29
20:00	2	2	6	7	5	0	1	0	0	0	0	0	0	0	0	20-29		24-33		36	0	0	24
21:00	0	0	1	5	3	3	0	0	0	0	0	0	0	0	0	20-29		24-33		23	0	0	13
22:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	20-29		24-33		12	0	0	8
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20-29		24-33		5	0	0	2
Total	25	57	193	205	93	37	11	1	0	0	0	0	0	0	0	20-29		24-33		622	0	0	1
Percent	4.0%	9.2%	31.0%	33.0%	15.0%	5.9%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20-29		24-33					
AM Peak	10:00	10:00	11:00	11:00	09:00	09:00	10:00	10:00	10:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20-29		24-33		10:00			
Vol.	2	4	11	17	8	7	3	1								20-29		24-33		42			
PM Peak	13:00	17:00	12:00	13:00	16:00	14:00	17:00									20-29		24-33		13:00			
Vol.	7	9	28	27	13	4	2									20-29		24-33		74			
Total	113	304	811	922	537	193	47	9	1	1	0	0	0	0	0	20-29		24-33		2942			
Percent	3.8%	10.3%	27.6%	31.3%	18.3%	6.6%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20-29		24-33					

Stats	10 MPH Pace Speed :	21-30 MPH
Number in Pace :	1733	
Percent in Pace :	58.9%	
Number of Vehicles > 25 MPH :	1714	
Percent of Vehicles > 25 MPH :	58.3%	
Mean Speed(Average) :	27 MPH	

Latitude: 0° 0.0000 South

[illegible]

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/20/22		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
	07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	6
	08:00	2	18	0	0	0	0	0	0	0	0	0	0	0	0	20	11-20	19
	09:00	1	17	3	0	0	0	0	0	0	0	0	0	0	0	21	16-25	20
	10:00	7	18	1	0	0	0	0	0	0	0	0	0	0	0	26	12-21	20
	11:00	4	21	1	0	0	0	0	0	0	0	0	0	0	0	26	15-24	22
	12 PM	13	23	2	0	0	0	0	0	0	0	0	0	0	0	38	11-20	27
	13:00	17	13	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	19
	14:00	7	17	1	0	0	0	0	0	0	0	0	0	0	0	25	12-21	19
	15:00	6	24	0	0	0	0	0	0	0	0	0	0	0	0	30	11-20	26
	16:00	3	24	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	25
	17:00	11	15	0	0	0	0	0	0	0	0	0	0	0	0	26	11-20	19
	18:00	10	17	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	20
	19:00	7	16	1	0	0	0	0	0	0	0	0	0	0	0	24	12-21	18
	20:00	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
	22:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total		95	246	13	0	0	0	0	0	0	0	0	0	0	0	354		
Percent		26.8%	69.5%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	11:00	09:00												10:00		
Vol.		7	21	3												26		
PM Peak		13:00	15:00	12:00												12:00		
Vol.		17	24	2												38		
Total		444	1025	91	1	0	0	0	0	0	0	0	0	0	0	1561		
Percent		28.4%	65.7%	5.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats	10 MPH Pace Speed :	11-20 MPH
	Number in Pace :	1173
	Percent in Pace :	75.1%
	Number of Vehicles > 25 MPH :	1
	Percent of Vehicles > 25 MPH :	0.1%
	Mean Speed(Average) :	15 MPH

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/17/22	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4	29-38	*	2	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2		
05:00	1	1	1	1	2	1	0	0	0	0	0	0	0	0	7	31-40	3		
06:00	2	4	4	2	1	2	1	2	0	0	0	0	0	0	18	16-25	8		
07:00	9	20	12	26	16	9	2	0	0	0	0	0	0	0	94	26-35	42		
08:00	5	19	12	21	14	3	1	0	0	0	0	0	0	0	75	26-35	35		
09:00	5	16	11	10	6	2	2	0	1	0	0	0	0	0	53	16-25	27		
10:00	3	30	11	11	5	1	0	0	0	0	0	0	0	0	61	16-25	41		
11:00	10	25	18	16	7	2	0	0	0	0	0	0	0	0	78	16-25	43		
12 PM	10	22	19	12	9	3	0	0	0	0	0	0	0	0	75	16-25	41		
13:00	13	24	17	14	7	0	0	0	0	0	0	0	0	0	75	16-25	41		
14:00	15	37	24	14	10	1	0	0	0	0	0	0	0	0	101	16-25	61		
15:00	17	33	17	23	7	3	0	0	0	0	0	0	0	0	100	16-25	50		
16:00	31	30	26	24	18	3	1	0	0	0	0	0	0	0	133	16-25	56		
17:00	22	27	24	26	9	4	0	0	0	0	0	0	0	0	112	16-25	51		
18:00	11	23	17	12	14	4	1	0	0	0	0	0	0	0	82	16-25	40		
19:00	5	15	13	11	5	1	0	0	0	0	0	0	0	0	50	16-25	28		
20:00	5	7	7	11	8	2	0	0	0	0	0	0	0	0	40	24-33	19		
21:00	5	2	3	4	3	2	0	0	0	0	0	0	0	0	19	20-29	7		
22:00	1	3	1	3	2	0	0	0	0	0	0	0	0	0	10	26-35	5		
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2		
Total	170	340	239	241	146	44	9	2	1	0	0	0	0	0	1192				
Percent	14.3%	28.5%	20.1%	20.2%	12.2%	3.7%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	10:00	11:00	07:00	07:00	07:00	07:00	06:00	09:00						07:00				
Vol.	10	30	18	26	16	9	2	2	1						94				
PM Peak	16:00	14:00	16:00	17:00	16:00	17:00	16:00								16:00				
Vol.	31	37	26	26	18	4	1								133				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999				in	Pace
03/18/22	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6	15-24	*	5	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2	2	24-33
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	9-18
04:00	0	2	1	1	0	0	1	0	0	0	0	0	0	0	5	16-25	3	5	16-25
05:00	0	2	0	4	1	1	0	0	0	0	0	0	0	0	8	24-33	5	8	24-33
06:00	2	4	2	4	3	3	1	0	0	0	0	0	0	0	19	24-33	7	19	24-33
07:00	6	16	27	26	9	3	3	0	0	0	0	0	0	0	90	21-30	53	90	21-30
08:00	6	24	12	19	10	9	3	0	2	0	0	0	0	0	85	16-25	36	85	16-25
09:00	3	15	15	11	8	5	1	1	0	0	0	0	0	0	59	16-25	30	59	16-25
10:00	7	23	14	15	8	2	0	0	0	0	0	0	0	0	69	16-25	37	69	16-25
11:00	8	23	14	21	9	5	0	0	0	0	0	0	0	0	80	16-25	37	80	16-25
12 PM	14	34	16	21	7	5	0	0	0	0	0	0	0	0	97	16-25	50	97	16-25
13:00	16	20	15	8	6	2	1	0	0	0	0	0	0	0	68	16-25	35	68	16-25
14:00	9	23	15	25	14	5	0	0	0	0	1	0	0	0	92	20-29	40	92	20-29
15:00	19	43	12	19	16	3	1	0	0	1	0	0	0	0	114	16-25	55	114	16-25
16:00	10	36	25	16	18	8	2	0	1	0	0	0	0	0	116	16-25	61	116	16-25
17:00	12	24	18	16	12	8	2	0	0	0	0	0	0	0	92	16-25	42	92	16-25
18:00	10	30	14	17	7	3	1	0	0	0	0	0	0	0	82	16-25	44	82	16-25
19:00	9	16	9	12	9	4	0	0	0	0	0	0	0	0	59	16-25	25	59	16-25
20:00	8	14	11	13	4	1	0	0	0	0	0	0	0	0	51	16-25	25	51	16-25
21:00	7	3	4	6	1	0	0	0	0	0	0	0	0	0	21	21-30	10	21	21-30
22:00	4	1	5	0	5	0	0	0	0	0	0	0	0	0	15	16-25	6	15	16-25
23:00	2	5	3	5	3	0	0	0	0	0	0	0	0	0	18	15-24	8	18	15-24
Total	153	364	232	260	151	67	16	1	3	1	1	0	0	0	1249				
Percent	12.2%	29.1%	18.6%	20.8%	12.1%	5.4%	1.3%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%					
AM Peak	11:00	08:00	07:00	07:00	08:00	08:00	07:00	09:00	08:00						07:00				
Vol.	8	24	27	26	10	9	3	1	2						90				
PM Peak	15:00	15:00	16:00	14:00	16:00	16:00	16:00		16:00	15:00	14:00				16:00				
Vol.	19	43	25	25	18	8	2		1	1	1				116				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																											
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number									
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999				in Pace									
03/20/22	0	1	2	2	0	0	1	0	0	0	0	0	0	0	6	21-30	4										
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2										
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1										
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		1									
04:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2										
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1										
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4										
07:00	0	6	2	2	2	0	0	0	0	0	0	0	0	0	12	16-25	8										
08:00	2	19	6	3	2	1	1	0	0	0	0	0	0	0	34	16-25	25										
09:00	1	17	11	8	8	7	0	0	0	0	0	0	0	0	52	16-25	28										
10:00	9	22	11	15	4	3	3	1	0	0	0	0	0	0	68	16-25	33										
11:00	5	25	12	17	6	2	0	0	0	0	0	0	0	0	67	16-25	37										
12 PM	15	31	30	17	7	0	0	0	0	0	0	0	0	0	100	16-25	61										
13:00	24	20	20	27	10	2	1	0	0	0	0	0	0	0	104	21-30	47										
14:00	8	20	26	15	2	4	0	0	0	0	0	0	0	0	75	16-25	46										
15:00	9	30	13	17	9	1	0	0	0	0	0	0	0	0	79	16-25	43										
16:00	7	31	21	12	13	4	0	0	0	0	0	0	0	0	88	16-25	52										
17:00	12	24	21	20	8	4	2	0	0	0	0	0	0	0	91	16-25	45										
18:00	12	20	12	17	5	2	0	0	0	0	0	0	0	0	68	16-25	32										
19:00	7	18	7	18	6	3	1	0	0	0	0	0	0	0	60	21-30	25										
20:00	6	7	8	7	5	0	1	0	0	0	0	0	0	0	34	16-25	15										
21:00	1	2	1	5	3	3	0	0	0	0	0	0	0	0	15	25-34	8										
22:00	1	4	2	1	1	1	0	0	0	0	0	0	0	0	10	16-25	6										
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1										
Total	120	303	206	205	93	37	11	1	0	0	0	0	0	0	976												
Percent	12.3%	31.0%	21.1%	21.0%	9.5%	3.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%													
AM Peak	10:00	11:00	11:00	11:00	09:00	09:00	10:00	10:00							10:00												
Vol.	9	25	12	17	8	7	3	1							68												
PM Peak	13:00	12:00	12:00	13:00	16:00	14:00	17:00								13:00												
Vol.	24	31	30	27	13	4	2								104												
Total	557	1329	902	923	537	193	47								4503												
Percent	12.4%	29.5%	20.0%	20.5%	11.9%	4.3%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%													

Stats	10 MPH Pace Speed :	16-25 MPH
Number in Pace :	2231	
Percent in Pace :	49.5%	
Number of Vehicles > 25 MPH :	1715	
Percent of Vehicles > 25 MPH :	38.1%	
Mean Speed(Average) :	23 MPH	

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/03/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
06:00	0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	7	46-55	2
07:00	2	4	4	4	10	5	1	5	3	0	0	0	0	0	0	34	24-33	15
08:00	3	2	12	11	11	11	8	4	3	0	0	0	0	0	0	54	21-30	23
09:00	3	1	1	3	3	3	3	2	0	0	0	0	0	0	0	16	25-34	6
10:00	3	0	5	5	9	7	4	1	0	0	0	0	0	0	0	29	25-34	16
11:00	3	8	5	5	7	5	4	1	0	0	0	1	0	0	0	34	16-25	13
12 PM	1	4	1	1	10	2	4	5	0	0	0	0	0	0	0	27	24-33	12
13:00	1	3	8	8	8	6	6	1	1	0	0	0	0	0	0	34	21-30	16
14:00	4	1	4	4	12	4	3	4	2	0	0	0	0	0	0	34	21-30	16
15:00	9	2	8	8	11	11	7	4	2	1	0	0	0	0	0	55	26-35	22
16:00	1	4	4	4	7	3	2	3	0	1	0	0	0	0	0	25	21-30	11
17:00	2	2	8	8	8	6	4	4	1	0	0	0	0	0	0	35	21-30	16
18:00	7	4	14	14	15	8	5	2	0	0	0	0	0	0	0	55	21-30	29
19:00	1	1	4	4	4	4	3	3	0	0	0	0	0	0	0	20	21-30	8
20:00	0	1	3	3	2	4	1	0	0	0	0	0	0	0	0	11	26-35	6
21:00	1	0	4	4	2	1	0	0	1	0	0	0	0	0	0	9	21-30	6
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
Total	43	39	86	86	123	83	57	39	14	3	0	1	0	0	0	488		
Percent	8.8%	8.0%	17.6%	25.2%	17.0%	17.0%	11.7%	8.0%	2.9%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00		11:00				08:00		
Vol.	3	8	12	11	11	11	8	5	3	1		1				54		
PM Peak	15:00	12:00	18:00	18:00	15:00	15:00	15:00	12:00	14:00	15:00						15:00		
Vol.	9	4	14	15	11	11	7	5	2	1						55		

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1

	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/04/22	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
05:00	0	1	2	0	0	1	0	1	0	0	0	0	0	0	5	16-25	3
06:00	0	0	2	1	0	3	1	1	1	0	0	0	0	0	9	36-45	4
07:00	2	2	2	2	3	4	1	3	1	0	0	0	0	0	20	30-39	7
08:00	0	3	10	13	9	7	3	1	0	0	0	0	0	0	46	21-30	23
09:00	0	1	7	5	8	3	2	1	1	0	0	0	0	0	28	24-33	13
10:00	2	3	1	3	2	4	1	0	0	0	0	0	0	0	16	31-40	6
11:00	4	3	6	6	6	2	1	0	0	0	0	0	0	0	28	21-30	12
12 PM	2	1	7	8	4	3	0	1	1	0	0	0	0	0	27	21-30	15
13:00	4	4	9	11	3	5	2	1	0	0	0	0	0	0	39	21-30	20
14:00	1	3	6	9	7	4	2	1	0	0	0	0	0	0	33	26-35	16
15:00	3	6	6	8	10	13	4	0	1	0	0	0	0	0	51	31-40	23
16:00	1	8	8	9	8	6	3	1	0	0	0	0	1	0	45	26-35	17
17:00	2	3	6	12	10	4	4	2	0	0	0	0	0	0	43	26-35	22
18:00	2	4	6	7	6	3	0	0	0	0	0	0	0	0	28	21-30	13
19:00	2	2	7	5	5	1	0	0	0	0	0	0	0	0	22	21-30	12
20:00	2	0	4	3	4	1	1	0	0	0	0	0	0	0	15	26-35	7
21:00	3	1	2	1	0	2	0	1	1	0	0	0	0	0	11	21-30	3
22:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	34-43	2
23:00	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	26-35	3
Total	31	45	92	105	91	67	27	14	6	0	0	0	1	0	479		
Percent	6.5%	9.4%	19.2%	21.9%	19.0%	14.0%	5.6%	2.9%	1.3%	0.0%	0.0%	0.0%	0.2%	0.0%			
AM Peak	11:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00						08:00		
Vol.	4	3	10	13	9	7	3	3	1						46		
PM Peak	13:00	16:00	13:00	17:00	15:00	15:00	15:00	17:00	12:00				16:00		15:00		
Vol.	4	8	9	12	10	13	4	2	1				1		51		

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1

	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/05/22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
07:00	0	0	0	1	1	3	1	0	0	0	0	0	0	0	6	36-45	4
08:00	0	0	1	3	5	4	1	0	0	0	0	0	0	0	14	31-40	9
09:00	1	1	3	4	3	8	2	0	0	0	0	0	0	0	22	31-40	11
10:00	1	2	1	6	8	3	1	1	0	0	0	0	0	0	23	26-35	14
11:00	6	3	9	8	8	1	0	0	0	0	0	0	0	0	35	21-30	17
12 PM	2	4	9	8	8	3	3	0	1	0	1	0	0	0	39	21-30	17
13:00	0	0	5	17	9	9	5	0	0	0	0	0	0	0	45	26-35	26
14:00	1	1	5	9	7	7	1	2	0	0	0	0	0	0	33	25-34	16
15:00	1	5	4	11	10	7	2	1	1	0	0	0	0	0	42	26-35	21
16:00	0	2	2	12	16	6	4	4	0	1	0	0	0	0	47	26-35	28
17:00	4	2	7	4	4	5	0	0	0	0	0	0	0	0	26	21-30	11
18:00	2	6	4	11	2	3	0	0	1	1	0	0	0	0	30	21-30	15
19:00	0	1	4	4	2	3	0	0	0	0	0	0	0	0	14	21-30	8
20:00	1	2	1	4	4	1	1	1	0	0	0	0	0	0	15	26-35	8
21:00	1	0	0	3	1	1	0	0	0	0	0	0	0	0	6	26-35	4
22:00	0	0	2	0	3	2	0	0	0	0	0	0	0	0	7	31-40	5
23:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5	24-33	3
Total	20	30	59	109	92	68	21	9	3	2	1	0	0	0	414		
Percent	4.8%	7.2%	14.3%	26.3%	22.2%	16.4%	5.1%	2.2%	0.7%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	09:00	09:00	10:00							11:00		
Vol.	6	3	9	8	8	8	2	1							35		
PM Peak	17:00	18:00	12:00	13:00	16:00	13:00	13:00	16:00	12:00	16:00	12:00				16:00		
Vol.	4	6	9	17	16	9	5	4	1	1	1				47		

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99		Speed	in Pace
03/06/22		2	0	1	1	0	0	0	0	0	0	0	0	0	0	4	19-28	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
	07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
	08:00	2	0	1	3	4	0	0	0	0	0	0	0	0	0	10	26-35	7
	09:00	0	2	3	1	7	3	0	0	0	0	0	0	0	0	16	31-40	10
	10:00	3	4	1	0	3	0	0	0	0	0	0	0	0	0	11	11-20	5
	11:00	4	4	1	4	2	1	1	2	0	0	0	0	0	0	19	26-35	6
	12 PM	2	1	5	7	3	3	0	0	0	1	0	0	0	0	22	21-30	12
	13:00	1	2	5	6	6	2	0	2	0	0	0	0	0	0	24	26-35	12
	14:00	1	0	1	5	4	7	3	0	0	0	0	0	0	0	21	30-39	11
	15:00	1	1	2	6	2	3	1	0	0	0	0	0	0	0	16	26-35	8
	16:00	0	3	3	4	2	0	0	0	0	0	0	0	0	0	12	21-30	7
	17:00	0	1	1	5	3	1	0	0	0	0	0	0	0	0	11	25-34	8
	18:00	1	1	3	5	1	3	1	0	0	0	0	0	0	0	15	21-30	8
	19:00	2	3	0	4	1	0	0	0	0	0	0	0	0	0	10	24-33	5
	20:00	1	0	2	1	3	2	0	0	0	0	0	0	0	0	9	31-40	5
	21:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	35-44	2
	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total		21	23	31	53	42	25	8	4	0	1	0	0	0	0	208		
Percent	10.1%	11.1%	14.9%	25.5%	20.2%	12.0%	3.8%	3.8%	1.9%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	09:00	11:00	09:00	09:00	11:00	11:00							11:00		
Vol.	4	4	3	4	7	3	3	1	2							19		
PM Peak	12:00	16:00	12:00	12:00	13:00	14:00	14:00	14:00	13:00		12:00					13:00		
Vol.	2	3	5	7	6	7	7	3	2		1					24		
Total	115	137	268	390	308	217	217	95	41	12	3	2	0	1	0	1589		
Percent	7.2%	8.6%	16.9%	24.5%	19.4%	13.7%	13.7%	6.0%	2.6%	0.8%	0.2%	0.1%	0.0%	0.1%	0.0%			
15th Percentile :																		
50th Percentile :																		
85th Percentile :																		
95th Percentile :																		
19 MPH																		
28 MPH																		
38 MPH																		
43 MPH																		
26-35 MPH																		
Number in Pace :																		
43.9%																		
Number of Vehicles > 25 MPH :																		
1069																		
Percent of Vehicles > 25 MPH :																		
67.3%																		
Mean Speed(Average) :																		
29 MPH																		

Stats
10 MPH Pace Speed :
Number in Pace :
Percent in Pace :
Number of Vehicles > 25 MPH :
Percent of Vehicles > 25 MPH :
Mean Speed(Average) :

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0° 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	99			Speed	in Pace
Time																		
03/04/22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
07:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
08:00	5	17	2	0	0	0	0	0	0	0	0	0	0	0	0	24	16-25	19
09:00	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11
10:00	2	13	2	0	0	0	0	0	0	0	0	0	0	0	0	17	15-24	15
11:00	9	17	1	0	0	0	0	0	0	0	0	0	0	0	0	27	11-20	20
12 PM	7	8	2	1	0	0	0	0	0	0	0	0	0	0	0	18	15-24	10
13:00	4	12	3	0	0	0	0	0	0	0	0	0	0	0	0	19	16-25	15
14:00	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	21	11-20	12
15:00	11	14	7	0	0	0	0	0	0	0	0	0	0	0	0	32	16-25	21
16:00	4	18	1	0	0	0	0	0	0	0	0	0	0	0	0	23	15-24	19
17:00	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
18:00	3	15	4	0	0	0	0	0	0	0	0	0	0	0	0	22	16-25	19
19:00	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	16	11-20	14
20:00	2	15	1	0	0	0	0	0	0	0	0	0	0	0	0	18	11-20	16
21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
22:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
Total	74	179	36	2	0	0	0	0	0	0	0	0	0	0	0	291		
Percent	25.4%	61.5%	12.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	07:00													11:00		
Vol.	9	17	3													27		
PM Peak	15:00	16:00	15:00	12:00												15:00		
Vol.	11	18	7	1												32		

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/06/22		1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14-23	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
	07:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	4
	08:00	3	7	2	0	0	0	0	0	0	0	0	0	0	0	12	14-23	9
	09:00	2	8	0	0	0	0	0	0	0	0	0	0	0	0	10	11-20	9
	10:00	2	11	2	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
	11:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10	11-20	6
	12 PM	2	8	1	0	0	0	0	0	0	0	0	0	0	0	11	11-20	9
	13:00	5	8	2	1	0	0	0	0	0	0	0	0	0	0	16	11-20	10
	14:00	5	5	1	0	0	0	0	0	0	0	0	0	0	0	11	11-20	7
	15:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	13-22	5
	16:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	6
	17:00	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10	15-24	7
	18:00	2	4	3	0	0	0	0	0	0	0	0	0	0	0	9	15-24	7
	19:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	10-19	4
	20:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
	21:00	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7	12-21	3
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
Total		43	84	20	2	0	0	0	0	0	0	0	0	0	0	149		
Percent		28.9%	56.4%	13.4%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	07:00												10:00		
Vol.		5	11	2												15		
PM Peak		13:00	12:00	18:00	13:00											13:00		
Vol.		5	8	3	1											16		
Total		303	549	110	5	0	0	0	0	0	0	0	0	0	0	967		
Percent		31.3%	56.8%	11.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	659
Percent in Pace :	68.1%
Number of Vehicles > 25 MPH :	5
Percent of Vehicles > 25 MPH :	0.5%
Mean Speed(Average) :	15 MPH

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/03/22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1	1	
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1	1	
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1	1	
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2	3	
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2	2	
05:00	3	1	1	1	1	1	0	0	0	0	0	0	0	0	7	26-35	2	7	
06:00	1	6	1	1	1	1	0	1	1	0	0	0	0	0	13	16-25	7	13	
07:00	7	8	5	10	5	1	5	3	0	0	0	0	0	0	44	26-35	15	44	
08:00	15	17	14	11	11	8	4	3	0	0	0	0	0	0	83	16-25	31	83	
09:00	11	15	1	3	3	3	2	0	0	0	0	0	0	0	38	11-20	19	38	
10:00	7	10	7	9	7	4	1	0	0	0	0	0	0	0	45	16-25	17	45	
11:00	10	18	9	7	5	4	1	0	0	0	1	0	0	0	55	16-25	27	55	
12 PM	9	11	2	10	2	4	5	0	0	0	0	0	0	0	43	11-20	14	43	
13:00	6	17	10	8	6	6	1	1	0	0	0	0	0	0	55	16-25	27	55	
14:00	9	14	4	12	4	3	4	2	0	0	0	0	0	0	52	16-25	18	52	
15:00	17	26	10	11	11	7	4	2	1	0	0	0	0	0	89	16-25	36	89	
16:00	11	15	8	7	3	2	3	0	1	0	0	0	0	0	50	16-25	23	50	
17:00	10	9	9	8	6	4	4	1	0	0	0	0	0	0	51	16-25	18	51	
18:00	18	13	15	15	8	5	2	0	0	0	0	0	0	0	76	20-29	30	76	
19:00	3	5	5	4	4	3	3	0	0	0	0	0	0	0	27	16-25	10	27	
20:00	2	6	3	2	4	1	0	0	0	0	0	0	0	0	18	15-24	9	18	
21:00	6	4	4	2	1	0	0	1	0	0	0	0	0	0	18	15-24	8	18	
22:00	2	1	0	2	0	0	0	0	0	0	0	0	0	0	5	9-18	2	5	
23:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	8-17	1	3	
Total	151	199	110	123	83	57	39	14	3	0	1	0	0	0	780				
Percent	19.4%	25.5%	14.1%	15.8%	10.6%	7.3%	5.0%	1.8%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%					
AM Peak	08:00	11:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00		11:00				08:00				
Vol.	15	18	14	11	11	8	5	3	1		1				83				
PM Peak	18:00	15:00	18:00	18:00	15:00	15:00	12:00	14:00	15:00						15:00				
Vol.	18	26	15	15	11	7	5	2	1						89				

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
15	20	25	30	35	40	45	50	55	60	65	70	75	80	85					
03/04/22	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	8-17		1	
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23		1	
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18		1	
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18		1	
04:00	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	9-18		1	
05:00	0	4	2	0	0	1	1	1	0	0	0	0	0	0	8	16-25		6	
06:00	1	1	2	1	0	3	1	1	1	0	0	0	0	0	11	36-45		4	
07:00	3	4	5	2	3	4	1	3	1	0	0	0	0	0	26	16-25		9	
08:00	5	20	12	13	9	7	3	1	0	0	0	0	0	0	70	16-25		32	
09:00	2	9	10	5	8	3	2	1	1	0	0	0	0	0	41	16-25		19	
10:00	4	16	3	3	2	4	1	0	0	0	0	0	0	0	33	16-25		19	
11:00	13	20	7	6	6	2	1	0	0	0	0	0	0	0	55	16-25		27	
12 PM	9	9	9	9	4	3	0	1	1	0	0	0	0	0	45	21-30		18	
13:00	8	16	12	11	3	5	2	1	0	0	0	0	0	0	58	16-25		28	
14:00	10	12	9	9	7	4	2	1	0	0	0	0	0	0	54	16-25		21	
15:00	14	20	13	8	10	13	4	0	1	0	0	0	0	0	83	16-25		33	
16:00	5	26	9	9	8	6	3	1	0	0	0	0	1	0	68	16-25		35	
17:00	6	10	7	12	10	4	4	2	0	0	0	0	0	0	55	26-35		22	
18:00	5	19	10	7	6	3	0	0	0	0	0	0	0	0	50	16-25		29	
19:00	4	15	8	5	5	1	0	0	0	0	0	0	0	0	38	16-25		23	
20:00	4	15	5	3	4	1	1	0	0	0	0	0	0	0	33	16-25		20	
21:00	5	3	2	1	0	2	0	1	1	0	0	0	0	0	15	16-25		5	
22:00	3	2	1	1	0	1	1	0	0	0	0	0	0	0	9	16-25		3	
23:00	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	26-35		4	
Total	105	224	128	107	91	67	27	14	6	0	0	0	1	0	770				
Percent	13.6%	29.1%	16.6%	13.9%	11.8%	8.7%	3.5%	1.8%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%					
AM Peak	11:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00						08:00				
Vol.	13	20	12	13	9	7	3	3	1						70				
PM Peak	15:00	16:00	15:00	17:00	15:00	15:00	15:00	17:00	12:00				16:00		15:00				
Vol.	14	26	13	12	10	13	4	2	1				1		83				

Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85		Speed	in Pace
Time																		
03:18/22	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	5	16-25	3
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	14-23	2
04:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	31-40	2
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	10-19	2
06:00	2	2	3	0	5	0	0	0	0	0	0	0	0	0	0	12	15-24	5
07:00	5	9	20	15	6	1	0	0	0	0	0	0	0	0	0	56	21-30	35
08:00	6	15	35	17	3	1	0	0	0	0	0	0	0	0	0	77	21-30	52
09:00	2	11	21	5	0	0	0	0	0	0	0	0	0	0	0	39	16-25	32
10:00	3	8	19	2	0	0	0	0	0	0	0	0	0	0	0	32	16-25	27
11:00	5	14	14	7	1	0	0	0	0	0	0	0	0	0	0	41	16-25	28
12 PM	8	2	24	12	3	0	0	0	0	0	0	0	0	0	0	49	21-30	36
13:00	1	7	14	12	3	0	0	0	0	0	0	0	0	0	0	37	21-30	26
14:00	1	8	21	22	3	2	1	0	0	0	0	0	0	0	0	58	21-30	43
15:00	5	26	50	44	6	0	1	0	0	0	0	0	0	0	0	132	21-30	94
16:00	3	13	54	23	11	0	0	0	0	0	0	0	0	0	0	104	21-30	77
17:00	2	12	51	28	9	1	0	0	0	0	0	0	0	0	0	103	21-30	79
18:00	2	8	35	24	6	1	1	0	0	0	0	0	0	0	0	77	21-30	59
19:00	0	5	26	15	6	1	0	0	0	0	0	0	0	0	0	53	21-30	41
20:00	2	5	19	7	3	1	0	0	0	0	0	0	0	0	0	37	21-30	26
21:00	1	4	8	4	1	0	0	0	0	0	0	0	0	0	0	18	16-25	12
22:00	0	7	12	4	0	0	0	0	0	0	0	0	0	0	0	23	16-25	19
23:00	0	3	8	6	2	0	0	0	0	0	0	0	0	0	0	19	21-30	14
Total	49	165	437	249	70	11	3	0	0	0	0	0	0	0	0	984		
Percent	5.0%	16.8%	44.4%	25.3%	7.1%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	07:00	00:00										08:00		
Vol.	6	15	35	17	6	1										77		
PM Peak	12:00	15:00	16:00	15:00	16:00	14:00	14:00									15:00		
Vol.	8	26	54	44	11	2	1									132		

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03:20/22		0	0	2	5	0	1	0	0	0	0	0	0	0	0	8	21-30	7
01:00		0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	21-30	7
02:00		0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	19-28	2
03:00		0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00		0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	14-23	2
05:00		0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00		1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	20-29	4
07:00		0	2	6	3	0	0	0	0	0	0	0	0	0	0	11	19-28	9
08:00		0	7	4	7	3	0	1	0	0	0	0	0	0	0	22	16-25	11
09:00		1	3	6	7	1	1	0	0	0	0	0	0	0	0	19	21-30	13
10:00		2	3	17	13	4	0	0	0	0	0	0	0	0	0	39	21-30	30
11:00		3	6	16	14	2	0	0	0	0	0	0	0	0	0	41	21-30	30
12 PM		1	8	27	18	7	0	0	0	0	0	0	0	0	0	61	21-30	45
13:00		2	14	24	12	6	0	0	0	0	0	0	0	0	0	58	16-25	38
14:00		0	7	16	10	4	0	0	0	0	0	0	0	0	0	37	21-30	26
15:00		1	13	26	8	5	0	0	0	0	0	0	0	0	0	53	16-25	39
16:00		4	10	14	8	4	0	0	0	0	0	0	0	0	0	40	16-25	24
17:00		2	8	25	12	5	1	0	0	0	0	0	0	0	0	53	21-30	37
18:00		3	8	30	8	2	0	0	0	0	0	0	0	0	0	51	16-25	38
19:00		1	8	25	10	3	0	0	0	0	0	0	0	0	0	47	21-30	35
20:00		4	1	15	3	5	0	0	0	0	0	0	0	0	0	28	20-29	18
21:00		1	0	12	5	1	2	0	0	0	0	0	0	0	0	21	21-30	17
22:00		0	1	2	5	1	0	0	0	0	0	0	0	0	0	9	21-30	7
23:00		0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
Total		26	101	276	156	55	6	1	0	0	0	0	0	0	0	621		
Percent		4.2%	16.3%	44.4%	25.1%	8.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	08:00	10:00	11:00	10:00	00:00	08:00								11:00		
Vol.		3	7	17	14	4	1	1								41		
PM Peak		16:00	13:00	18:00	12:00	12:00	21:00									12:00		
Vol.		4	14	30	18	7	2									61		
Total		149	578	1425	812	239	45	9	0	0	0	0	0	0	0	3257		
Percent		4.6%	17.7%	43.8%	24.9%	7.3%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 17 MPH
50th Percentile : 23 MPH
85th Percentile : 28 MPH
95th Percentile : 32 MPH

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 2237
Percent in Pace : 68.7%
Number of Vehicles > 25 MPH : 1105
Percent of Vehicles > 25 MPH : 33.9%
Mean Speed(Average) : 24 MPH

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
03/18/22		0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
	01:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
	05:00	1	2	2	2	1	0	0	0	0	0	0	0	0	0	8	21-30	4
	06:00	1	2	10	1	0	1	0	0	0	0	0	0	0	0	15	16-25	12
	07:00	7	14	25	5	0	0	0	0	0	0	0	0	0	0	51	16-25	39
	08:00	14	18	5	8	2	0	0	0	0	0	0	0	0	0	47	11-20	23
	09:00	3	12	12	6	0	0	0	0	0	0	0	0	0	0	33	16-25	24
	10:00	3	16	14	1	0	0	0	0	0	0	0	0	0	0	34	16-25	30
11:00		9	8	15	1	0	0	0	0	0	0	0	0	0	0	33	16-25	23
	12 PM	3	18	16	1	0	0	0	0	0	0	0	0	0	0	38	16-25	34
	13:00	1	9	15	1	0	0	0	0	0	0	0	0	0	0	26	16-25	24
	14:00	4	6	13	7	0	0	0	0	0	0	0	0	0	0	30	19-28	20
	15:00	5	16	21	7	1	0	0	0	0	0	0	0	0	0	50	16-25	37
	16:00	2	5	16	8	2	0	0	0	0	0	0	0	0	0	33	21-30	24
	17:00	4	11	25	7	1	0	0	0	0	0	0	0	0	0	48	16-25	36
	18:00	0	16	17	7	2	0	0	0	0	0	0	0	0	0	42	16-25	33
	19:00	0	6	4	4	1	0	0	0	0	0	0	0	0	0	15	16-25	10
	20:00	1	5	8	1	1	1	0	0	0	0	0	0	0	0	17	16-25	13
	21:00	1	7	6	2	0	0	0	0	0	0	0	0	0	0	16	16-25	13
22:00		0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
		1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	20-29	4
	Total	60	172	235	75	12	2	0	0	0	0	0	0	0	0	556		
Percent	10.8%	30.9%	42.3%	13.5%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	08:00	07:00	08:00	08:00	06:00										07:00		
Vol.	14	18	25	8	2	1										51		
PM Peak	15:00	12:00	17:00	16:00	16:00	20:00										15:00		
Vol.	5	18	25	8	2	1										50		

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Speed	in Pace
03/20/22		1	1	1	1	0	1	0	0	0	0	0	0	0	0	5	21-30 2
01:00		2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18 2
02:00		0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24 2
03:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33 1
04:00		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23 2
05:00		4	0	3	0	0	0	0	0	0	0	0	0	0	0	7	21-30 3
06:00		1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25 5
07:00		0	3	5	2	1	0	0	0	0	0	0	0	0	0	11	16-25 8
08:00		0	2	7	6	1	0	0	0	0	0	0	0	0	0	16	21-30 13
09:00		1	3	14	6	1	0	0	0	0	0	0	0	0	0	25	21-30 20
10:00		1	4	15	5	1	0	0	0	0	0	0	0	0	0	26	19-28 20
11:00		7	5	17	5	3	0	0	0	0	0	0	0	0	0	37	21-30 22
12 PM		1	11	17	6	0	0	0	0	0	0	0	0	0	0	35	16-25 28
13:00		2	5	22	6	0	1	0	0	0	0	0	0	0	0	36	21-30 28
14:00		6	5	19	11	1	0	0	0	0	0	0	0	0	0	42	21-30 30
15:00		1	3	10	6	1	0	0	0	0	0	0	0	0	0	21	21-30 16
16:00		4	4	18	6	2	0	0	0	0	0	0	0	0	0	34	20-29 24
17:00		2	5	17	6	0	0	0	0	0	0	0	0	0	0	30	21-30 23
18:00		3	4	10	4	1	0	0	0	0	0	0	0	0	0	22	21-30 14
19:00		1	5	11	3	0	1	0	0	0	0	0	0	0	0	21	16-25 16
20:00		3	2	3	7	0	0	0	0	0	0	0	0	0	0	15	21-30 10
21:00		0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24 3
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
23:00		0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28 4
Total		40	68	199	82	13	3	0	0	0	0	0	0	0	0	405	
Percent		9.9%	16.8%	49.1%	20.2%	3.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak		11:00	11:00	11:00	08:00	11:00	00:00									11:00	
Vol.		7	5	17	6	3	1									37	
PM Peak		14:00	12:00	13:00	14:00	16:00	13:00									14:00	
Vol.		6	11	22	11	2	1									42	
Total		203	514	824	307	60	11	1	0	0	0	0	0	0	0	1920	
Percent		10.6%	26.8%	42.9%	16.0%	3.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	1338
	Percent in Pace :	69.7%
	Number of Vehicles > 25 MPH :	379
	Percent of Vehicles > 25 MPH :	19.7%
	Mean Speed(Average) :	21 MPH

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999					
03/18/22	0	2	4	1	0	1	0	0	0	0	0	0	0	0	8	16-25	6		
01:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*			
03:00	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4	14-23	2		
04:00	0	1	1	1	2	1	0	0	0	0	0	0	0	0	6	31-40	3		
05:00	1	4	2	2	2	2	0	0	0	0	0	0	0	0	11	16-25	6		
06:00	3	4	13	1	5	1	0	0	0	0	0	0	0	0	27	16-25	17		
07:00	12	23	45	20	6	1	0	0	0	0	0	0	0	0	107	16-25	68		
08:00	20	33	40	25	5	1	0	0	0	0	0	0	0	0	124	16-25	73		
09:00	5	23	33	11	0	0	0	0	0	0	0	0	0	0	72	16-25	56		
10:00	6	24	33	3	0	0	0	0	0	0	0	0	0	0	66	16-25	57		
11:00	14	22	29	8	1	0	0	0	0	0	0	0	0	0	74	16-25	51		
12 PM	11	20	40	13	3	0	0	0	0	0	0	0	0	0	87	16-25	60		
13:00	2	16	29	13	3	0	0	0	0	0	0	0	0	0	63	16-25	45		
14:00	5	14	34	29	3	2	1	0	0	0	0	0	0	0	88	21-30	63		
15:00	10	42	71	51	7	0	1	0	0	0	0	0	0	0	182	21-30	122		
16:00	5	18	70	31	13	0	0	0	0	0	0	0	0	0	137	21-30	101		
17:00	6	23	76	35	10	1	0	0	0	0	0	0	0	0	151	21-30	111		
18:00	2	24	52	31	8	1	1	0	0	0	0	0	0	0	119	21-30	83		
19:00	0	11	30	19	7	1	0	0	0	0	0	0	0	0	68	21-30	49		
20:00	3	10	27	8	4	2	0	0	0	0	0	0	0	0	54	16-25	37		
21:00	2	11	14	6	1	0	0	0	0	0	0	0	0	0	34	16-25	25		
22:00	0	8	15	7	0	0	0	0	0	0	0	0	0	0	30	16-25	23		
23:00	1	3	10	8	2	0	0	0	0	0	0	0	0	0	24	21-30	18		
Total	109	337	672	324	82	13	3	0	0	0	0	0	0	0	1540				
Percent	7.1%	21.9%	43.6%	21.0%	5.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	08:00	07:00	08:00	07:00	00:00									08:00				
Vol.	20	33	45	25	6	1									124				
PM Peak	12:00	15:00	17:00	15:00	16:00	14:00	14:00								15:00				
Vol.	11	42	76	51	13	2	1								182				

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1, Direction 2

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
03/19/22	1	4	5	3	1	0	0	0	0	0	0	0	0	0	14	16-25	9	
01:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
04:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2	
05:00	1	1	2	1	1	2	0	0	0	0	0	0	0	0	8	31-40	3	
06:00	0	3	2	2	3	0	0	0	0	0	0	0	0	0	10	15-24	5	
07:00	1	4	11	7	0	0	0	0	0	0	0	0	0	0	23	21-30	18	
08:00	0	5	21	11	5	0	0	0	0	0	0	0	0	0	42	21-30	32	
09:00	0	11	22	13	4	2	0	0	0	0	0	0	0	0	52	21-30	35	
10:00	2	15	39	18	5	0	0	0	0	0	0	0	0	0	79	21-30	57	
11:00	4	13	36	10	4	0	0	0	0	0	0	0	0	0	67	16-25	49	
12 PM	1	18	47	27	11	2	0	0	0	0	0	0	0	0	106	21-30	74	
13:00	3	23	47	20	9	1	0	0	0	0	0	0	0	0	103	16-25	70	
14:00	5	10	39	24	8	3	0	0	0	0	0	0	0	0	89	21-30	63	
15:00	5	6	32	22	9	1	0	0	0	0	0	0	0	0	75	21-30	54	
16:00	5	14	48	23	3	2	0	0	0	0	0	0	0	0	95	21-30	71	
17:00	1	9	35	28	6	2	1	0	0	0	0	0	0	0	82	21-30	63	
18:00	2	9	25	26	3	0	1	0	0	0	0	0	0	0	66	21-30	51	
19:00	1	7	21	17	4	1	0	0	0	0	0	0	0	0	51	21-30	38	
20:00	1	10	17	12	2	0	0	0	0	0	0	0	0	0	42	20-29	29	
21:00	2	11	20	9	2	1	0	0	0	0	0	0	0	0	45	16-25	31	
22:00	3	6	9	5	2	0	0	0	0	0	0	0	0	0	25	16-25	15	
23:00	1	7	7	5	2	0	0	0	0	0	0	0	0	0	22	16-25	14	
Total	40	187	490	286	85	17	2	0	0	0	0	0	0	0	1107			
Percent	3.6%	16.9%	44.3%	25.8%	7.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	11:00	10:00	10:00	10:00	08:00	05:00									10:00			
Vol.	4	15	39	18	5	2									79			
PM Peak	14:00	13:00	16:00	17:00	12:00	14:00	17:00								12:00			
Vol.	5	23	48	28	11	3	1								106			

Latitude: 0' 0.0000 South

	12:00	19:00	17:00	17:00	15:00	22:00	17:00
PM Peak	6	18	41	12	2	1	69
Vol.							

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace		Speed		Total	Number in Pace
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	0	10-19	*	2	1	2	2
06/26/22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	1	1	2	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9-18	1	1	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15-24	1	1	0	1
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2	2	2	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19-28	3	3	0	3
06:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	7	14-23	7	7	0	7
07:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	14	16-25	13	13	0	13
08:00	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	9	16-25	9	9	0	9
09:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	36	16-25	25	25	0	25
10:00	10	8	17	1	0	0	0	0	0	0	0	0	0	0	0	42	16-25	39	39	0	39
11:00	2	28	11	1	0	0	0	0	0	0	0	0	0	0	0	50	16-25	42	42	0	42
12 PM	4	16	26	3	1	0	0	0	0	0	0	0	0	0	0	55	16-25	47	47	0	47
13:00	2	22	25	6	0	0	0	0	0	0	0	0	0	0	0	47	16-25	42	42	0	42
14:00	3	19	23	1	1	0	0	0	0	0	0	0	0	0	0	40	16-25	35	35	0	35
15:00	2	18	17	3	0	0	0	0	0	0	0	0	0	0	0	34	16-25	26	26	0	26
16:00	2	11	15	5	1	0	0	0	0	0	0	0	0	0	0	43	16-25	36	36	0	36
17:00	3	11	25	4	0	0	0	0	0	0	0	0	0	0	0	49	16-25	40	40	0	40
18:00	2	15	25	7	0	0	0	0	0	0	0	0	0	0	0	28	16-25	25	25	0	25
19:00	0	13	12	2	1	0	0	0	0	0	0	0	0	0	0	17	16-25	11	11	0	11
20:00	3	5	6	3	0	0	0	0	0	0	0	0	0	0	0	15	16-25	11	11	0	11
21:00	2	5	6	2	0	0	0	0	0	0	0	0	0	0	0	5	16-25	3	3	0	3
22:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3	3	0	3
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	505				505	
Total	39	197	225	40	4	0	0	0	0	0	0	0	0	0	0	11:00				11:00	
Percent	7.7%	39.0%	44.6%	7.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42				42	
AM Peak	10:00	11:00	10:00	06:00												13:00				13:00	
Vol.	10	28	17	1												55				55	
PM Peak	12:00	13:00	12:00	18:00	12:00											1486				1486	
Vol.	4	22	26	7	1											0				0	
Total	78	533	728	134	12	1	0	0	0	0	0	0	0	0	0	1100				1100	
Percent	5.2%	35.9%	49.0%	9.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42				42	

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	1261
	Percent in Pace :	84.9%
	Number of Vehicles > 25 MPH :	147
	Percent of Vehicles > 25 MPH :	9.9%
	Mean Speed(Average) :	21 MPH

Latitude: 0' 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total		Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999				Speed	in Pace
06/25/22	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4	16-25	4
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	20-29	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14-23	1
05:00	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4	4	15-24	2
06:00	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7	7	15-24	5
07:00	0	2	11	2	0	0	0	0	0	0	0	0	0	0	0	15	15	21-30	13
08:00	4	6	17	7	2	0	0	0	0	0	0	0	0	0	0	36	36	19-28	24
09:00	4	9	27	7	0	0	0	0	0	0	0	0	0	0	0	47	47	16-25	36
10:00	0	7	23	15	5	0	0	0	0	0	0	0	0	0	0	50	50	21-30	38
11:00	1	7	23	10	0	1	0	0	0	0	0	0	0	0	0	42	42	21-30	33
12 PM	2	13	30	15	6	1	0	0	0	0	0	0	0	0	0	67	67	21-30	45
13:00	0	14	41	17	1	0	0	0	0	0	0	0	0	0	0	73	73	21-30	58
14:00	0	9	16	13	3	0	0	0	0	0	0	0	0	0	0	41	41	21-30	29
15:00	0	8	28	19	1	1	1	0	0	0	0	0	0	0	0	58	58	21-30	47
16:00	1	6	13	10	2	0	0	0	0	0	0	0	0	0	0	32	32	21-30	23
17:00	1	9	19	9	1	0	0	0	0	0	0	0	0	0	0	39	39	16-25	28
18:00	1	11	18	7	5	0	0	0	0	0	0	0	0	0	0	42	42	16-25	29
19:00	1	5	18	7	1	0	0	0	0	0	0	0	0	0	0	32	32	20-29	25
20:00	3	6	10	0	0	0	0	0	0	0	0	0	0	0	0	19	19	16-25	16
21:00	0	6	5	2	1	0	0	0	0	0	0	0	0	0	0	14	14	16-25	11
22:00	0	4	3	3	1	0	1	0	0	0	0	0	0	0	0	12	12	16-25	7
23:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	4	19-28	3
Total	18	126	312	148	31	4	2	0	0	0	0	0	0	0	0	641			
Percent	2.8%	19.7%	48.7%	23.1%	4.8%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	09:00	09:00	10:00	10:00	05:00										10:00			
Vol.	4	9	27	15	5	1										50			
PM Peak	20:00	13:00	13:00	15:00	12:00	12:00	15:00									13:00			
Vol.	3	14	41	19	6	1	1									73			

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
06/26/22	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	21-30	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
06:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
07:00	0	3	3	3	1	3	0	0	0	0	0	0	0	0	0	10	16-25	6
08:00	0	3	12	7	0	0	0	0	0	0	0	0	0	0	0	22	21-30	19
09:00	1	4	12	9	1	1	0	0	0	0	0	0	0	0	0	27	21-30	21
10:00	3	10	25	11	1	1	0	0	0	0	0	0	0	0	0	50	19-28	36
11:00	3	6	24	14	1	1	0	0	0	0	0	0	0	0	0	48	21-30	38
12 PM	5	10	19	12	2	2	1	0	0	0	0	0	0	0	0	49	20-29	31
13:00	2	11	26	3	0	3	0	0	0	0	0	0	0	0	0	48	16-25	37
14:00	2	9	20	17	2	0	0	0	0	0	0	0	0	0	0	50	21-30	37
15:00	0	4	14	18	4	0	0	0	0	0	0	0	0	0	0	40	21-30	32
16:00	1	8	13	7	3	0	0	0	0	0	0	0	0	0	0	32	16-25	21
17:00	2	9	22	15	0	0	0	0	0	0	0	0	0	0	0	48	21-30	37
18:00	2	6	15	11	0	0	1	0	0	0	0	0	0	0	0	35	21-30	26
19:00	3	5	13	6	1	1	1	0	0	0	0	0	0	0	0	29	19-28	19
20:00	1	8	13	9	0	0	0	0	0	0	0	0	0	0	0	31	19-28	22
21:00	0	1	6	2	2	2	0	0	0	0	0	0	0	0	0	11	21-30	8
22:00	0	2	4	1	1	0	1	0	0	0	0	0	0	0	0	8	16-25	6
23:00	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	6	31-40	2
Total	26	105	251	153	25	25	5	0	0	0	0	0	0	0	0	565		
Percent	4.6%	18.6%	44.4%	27.1%	4.4%	4.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	07:00											10:00		
Vol.	3	10	25	14	3											50		
PM Peak	12:00	13:00	13:00	15:00	15:00	12:00										14:00		
Vol.	5	11	26	18	4	1										50		
Total	64	307	822	440	92	14										1743		
Percent	3.7%	17.6%	47.2%	25.2%	5.3%	0.8%												
15th Percentile :																		
50th Percentile :																		
85th Percentile :																		
95th Percentile :																		
18 MPH																		
23 MPH																		
28 MPH																		
31 MPH																		
21-30 MPH																		
10 MPH Pace Speed :																		
Number in Pace :																		
Percent in Pace :																		
72.4%																		
Number of Vehicles > 25 MPH :																		
550																		
Percent of Vehicles > 25 MPH :																		
31.6%																		
Mean Speed(Average) :																		
24 MPH																		

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 1262
Percent in Pace : 72.4%
Number of Vehicles > 25 MPH : 550
Percent of Vehicles > 25 MPH : 31.6%
Mean Speed(Average) : 24 MPH

Latitude: 0° 0.0000 South

[illegible]

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 1, Direction 2																						
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace	Number in Pace					
06/26/22	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9	16-25	6					
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1					
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3					
03:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	15-24	1					
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3					
05:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3					
06:00	0	2	6	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8					
07:00	0	9	4	1	3	0	0	0	0	0	0	0	0	0	17	16-25	13					
08:00	0	9	19	8	0	0	0	0	0	0	0	0	0	0	36	16-25	28					
09:00	1	9	16	9	1	0	0	0	0	0	0	0	0	0	36	16-25	25					
10:00	13	18	42	12	1	0	0	0	0	0	0	0	0	0	86	16-25	60					
11:00	5	34	35	15	1	0	0	0	0	0	0	0	0	0	90	16-25	69					
12 PM	9	26	45	15	3	1	0	0	0	0	0	0	0	0	99	16-25	71					
13:00	4	33	51	12	3	0	0	0	0	0	0	0	0	0	103	16-25	84					
14:00	5	28	43	18	3	0	0	0	0	0	0	0	0	0	97	16-25	71					
15:00	2	22	31	21	4	0	0	0	0	0	0	0	0	0	80	16-25	53					
16:00	3	19	28	12	4	0	0	0	0	0	0	0	0	0	66	16-25	47					
17:00	5	20	47	19	0	0	0	0	0	0	0	0	0	0	91	16-25	67					
18:00	4	21	40	18	0	1	0	0	0	0	0	0	0	0	84	16-25	61					
19:00	3	18	25	8	2	1	0	0	0	0	0	0	0	0	57	16-25	43					
20:00	4	13	19	12	0	0	0	0	0	0	0	0	0	0	48	16-25	32					
21:00	2	6	12	4	2	0	0	0	0	0	0	0	0	0	26	16-25	18					
22:00	2	4	5	1	0	1	0	0	0	0	0	0	0	0	13	16-25	9					
23:00	1	3	2	1	1	1	0	0	0	0	0	0	0	0	9	16-25	5					
Total	65	302	476	193	29	5	0	0	0	0	0	0	0	0	1070							
Percent	6.1%	28.2%	44.5%	18.0%	2.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								
AM Peak	10:00	11:00	10:00	11:00	07:00													11:00				
Vol.	13	34	42	15	3													90				
PM Peak	12:00	13:00	13:00	15:00	15:00	12:00													13:00			
Vol.	9	33	51	21	4	1													103			
Total	142	840	1550	574	104	15	4	0	0	0	0	0	0	0	3229							
Percent	4.4%	26.0%	48.0%	17.8%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 2390
Percent in Pace : 74.0%
Number of Vehicles > 25 MPH : 697
Percent of Vehicles > 25 MPH : 21.6%
Mean Speed(Average) : 22 MPH

Site Code:
Station ID:

Latitude: 0' 0.0000 South

Direction 2		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number				
Start	Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace				
03/17/22		0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1				
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1				
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2				
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*				
	04:00	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7	19-28	5				
	05:00	0	1	7	3	0	0	0	0	0	0	0	0	0	0	11	20-29	10				
	06:00	1	3	2	2	1	0	0	0	0	0	0	0	0	0	9	16-25	5				
	07:00	3	9	25	9	1	0	0	0	0	0	0	0	0	0	47	16-25	34				
	08:00	5	13	19	7	0	0	0	0	0	0	0	0	0	0	44	16-25	32				
	09:00	1	13	20	4	1	0	0	0	0	0	0	0	0	0	39	16-25	33				
	10:00	1	17	19	2	0	0	0	0	0	0	0	0	0	0	39	16-25	36				
	11:00	2	23	19	3	0	0	0	0	0	0	0	0	0	0	47	16-25	42				
	12 PM	2	13	29	7	1	1	0	0	0	0	0	0	0	0	53	16-25	42				
	13:00	0	8	31	9	1	0	0	0	0	0	0	0	0	0	49	19-28	40				
	14:00	2	16	22	5	0	0	0	0	0	0	0	0	0	0	45	16-25	38				
	15:00	4	21	35	8	1	0	0	0	0	0	0	0	0	0	69	16-25	56				
	16:00	6	16	43	5	0	0	0	0	0	0	0	0	0	0	70	16-25	59				
	17:00	2	6	21	8	0	0	0	0	0	0	0	0	0	0	37	21-30	29				
	18:00	6	15	22	7	1	0	0	0	0	0	0	0	0	0	51	16-25	37				
	19:00	0	9	21	4	0	0	0	0	0	0	0	0	0	0	34	16-25	30				
	20:00	0	8	4	5	0	0	0	0	0	0	0	0	0	0	17	16-25	12				
	21:00	0	7	11	1	0	0	0	0	0	0	0	0	0	0	19	16-25	18				
	22:00	3	2	0	2	0	0	0	0	0	0	0	0	0	0	7	9-18	3				
	23:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4				
Total		38	205	354	98	8	1	0	0	0	0	0	0	0	0	704						
Percent	5.4%	29.1%	50.3%	13.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
AM Peak	08:00	11:00	07:00	07:00	02:00													07:00				
Vol.	5	23	25	9	1													47				
PM Peak	16:00	15:00	16:00	13:00	12:00	12:00													16:00			
Vol.	6	21	43	9	1	1													70			

Site Code:
Station ID:

Latitude: 0° 0.0000 South

Direction 1, Direction 2																			
Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Speed	Number in Pace	
03/17/22	15	20	25	30	35	40	45	50	55	60	65	70	75	999	3	14-23	2		
01:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1		
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	25-34	3		
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1		
04:00	1	2	3	3	0	0	0	0	0	0	0	0	0	0	9	19-28	6		
05:00	0	1	11	3	0	0	0	0	0	0	0	0	0	0	15	21-30	14		
06:00	2	5	9	3	1	0	0	0	0	0	0	0	0	0	20	16-25	14		
07:00	6	28	49	16	2	0	0	0	0	0	0	0	0	0	101	16-25	77		
08:00	11	30	44	11	0	1	0	0	0	0	0	0	0	0	97	16-25	74		
09:00	4	21	37	8	1	0	0	0	0	0	0	0	0	0	71	16-25	58		
10:00	2	29	28	3	1	0	0	0	0	0	0	0	0	0	63	16-25	57		
11:00	6	45	29	4	0	0	0	0	0	0	0	0	0	0	84	16-25	74		
12 PM	4	20	42	13	1	1	0	0	0	0	0	0	0	0	81	16-25	62		
13:00	1	18	48	12	2	0	0	0	0	0	0	0	0	0	81	16-25	66		
14:00	5	32	45	9	0	0	0	0	0	0	0	0	0	0	91	16-25	77		
15:00	10	43	77	17	3	0	0	0	0	0	0	0	0	0	150	16-25	120		
16:00	13	36	84	12	1	0	0	0	0	0	0	0	0	0	146	16-25	120		
17:00	10	29	67	17	1	0	0	0	0	0	0	0	0	0	124	16-25	96		
18:00	9	32	51	10	1	0	0	0	0	0	0	0	0	0	103	16-25	83		
19:00	0	27	31	7	0	0	0	0	0	0	0	0	0	0	65	16-25	58		
20:00	3	20	11	7	0	0	0	0	0	0	0	0	0	0	41	16-25	31		
21:00	0	13	15	2	0	0	0	0	0	0	0	0	0	0	30	16-25	28		
22:00	4	9	1	2	0	0	0	0	0	0	0	0	0	0	16	15-24	10		
23:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8	16-25	6		
Total	91	445	687	164	16	2	0	0	0	0	0	0	0	0	1405				
Percent	6.5%	31.7%	48.9%	11.7%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	11:00	07:00	07:00	02:00	08:00									07:00				
Vol.	11	45	49	16	2	1									101				
PM Peak	16:00	15:00	16:00	15:00	15:00	12:00									15:00				
Vol.	13	43	84	17	3	1									150				

Peak Period Turning Movement Counts



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: North Avenue with Bonnie Brae
Site Code:
Start Date: 06/09/2022
Page No: 1

Turning Movement Data

Start Time	North Avenue Eastbound					North Avenue Westbound					Bonnie Brae Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	393	1	0	394	0	0	356	0	356	0	0	0	1	750
7:15 AM	0	418	3	0	421	0	0	399	0	399	0	0	1	0	821
7:30 AM	0	381	8	0	389	0	0	426	0	426	0	0	4	1	819
7:45 AM	0	354	4	0	358	0	0	396	0	396	0	0	2	3	756
Hourly Total	0	1546	16	0	1562	0	0	1577	0	1577	0	0	7	5	3146
8:00 AM	0	371	3	0	374	0	0	395	0	395	0	0	3	0	772
8:15 AM	0	321	10	0	331	0	0	338	0	338	0	0	2	2	671
8:30 AM	0	295	6	0	301	0	0	351	0	351	0	0	2	3	654
8:45 AM	0	278	5	0	283	0	0	305	0	305	0	0	2	3	590
Hourly Total	0	1285	24	0	1289	0	0	1389	0	1389	0	0	9	8	2687
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	374	6	0	380	0	0	400	0	400	0	0	1	0	781
4:15 PM	0	374	4	0	378	0	0	425	0	425	0	0	4	0	807
4:30 PM	0	356	2	0	358	0	0	418	0	418	0	0	1	1	777
4:45 PM	0	381	2	0	383	0	0	426	0	426	0	1	3	0	813
Hourly Total	0	1485	14	0	1499	0	0	1669	0	1669	0	1	9	1	3178
5:00 PM	0	380	4	0	384	0	0	440	0	440	0	0	1	0	825
5:15 PM	0	364	1	0	365	0	0	393	1	393	0	0	2	1	760
5:30 PM	0	371	2	0	373	0	0	459	0	459	0	0	3	0	835
5:45 PM	0	388	3	0	391	0	0	403	0	403	0	0	2	0	796
Hourly Total	0	1503	10	0	1513	0	0	1695	1	1695	0	0	8	1	3216
6:00 PM	0	403	4	0	407	0	0	329	0	329	0	0	1	0	737
6:15 PM	0	395	5	0	400	0	0	379	1	379	0	0	1	2	780
6:30 PM	0	361	1	0	362	0	0	367	0	367	0	0	1	0	730
6:45 PM	0	368	4	0	372	0	0	349	0	349	0	0	2	1	723
Hourly Total	0	1527	14	0	1541	0	0	1424	1	1424	0	0	5	3	2970
7:00 PM	0	356	1	0	357	0	0	329	0	329	0	0	1	0	687
7:15 PM	0	285	4	0	289	0	0	323	0	323	0	0	1	2	613
7:30 PM	0	263	2	0	265	0	0	256	0	256	0	0	5	1	526
Grand Total	0	8230	85	0	8315	0	0	8662	2	8662	0	1	45	21	17023
Approach %	0.0	99.0	1.0	-	-	0.0	0.0	100.0	-	-	0.0	2.2	97.8	-	-
Total %	0.0	48.3	0.5	-	48.8	0.0	0.0	50.9	-	50.9	0.0	0.0	0.3	-	0.3
Lights	0	7934	83	-	8017	0	0	8411	-	8411	0	1	43	-	44
% Lights	-	96.4	97.6	-	96.4	-	-	97.1	-	97.1	-	100.0	95.6	-	95.7
Buses	0	31	0	-	31	0	0	30	-	30	0	0	0	-	61
% Buses	-	0.4	0.0	-	0.4	-	-	0.3	-	0.3	-	0.0	0.0	-	0.4

Single-Unit Trucks	0	178	2	-	-	180	0	0	0	157	-	157	0	0	0	-	-	0	337
% Single-Unit Trucks	-	2.2	2.4	-	-	2.2	-	-	-	1.8	-	1.8	-	0.0	0.0	-	-	0.0	2.0
Articulated Trucks	0	83	0	-	-	83	0	0	0	63	-	63	0	0	0	-	-	0	146
% Articulated Trucks	-	1.0	0.0	-	-	1.0	-	-	-	0.7	-	0.7	-	0.0	0.0	-	-	0.0	0.9
Bicycles on Road	0	4	0	-	-	4	0	0	0	1	-	1	0	0	2	-	-	2	7
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	-	0.0	4.4	-	-	4.3	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990

9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Avenue Eastbound						North Avenue Westbound						Bonnie Brae Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	418	3	0	421		0	0	399	0	399		0	0	1	0	1	821
7:30 AM	0	381	8	0	389		0	0	426	0	426		0	0	4	1	4	819
7:45 AM	0	354	4	0	358		0	0	396	0	396		0	0	2	3	2	756
8:00 AM	0	371	3	0	374		0	0	395	0	395		0	0	3	0	3	772
Total	0	1524	18	0	1542		0	0	1616	0	1616		0	0	10	4	10	3168
Approach %	0.0	98.8	1.2	-	-		0.0	0.0	100.0	-	-		0.0	0.0	100.0	-	-	-
Total %	0.0	48.1	0.6	-	48.7		0.0	0.0	51.0	-	51.0		0.0	0.0	0.3	-	0.3	-
PHF	0.000	0.911	0.563	-	0.916		0.000	0.000	0.948	-	0.948		0.000	0.000	0.625	-	0.625	0.965
Lights	0	1415	17	-	1432		0	0	1568	-	1568		0	0	10	-	10	3010
% Lights	-	92.8	94.4	-	92.9		-	-	97.0	-	97.0		-	-	100.0	-	100.0	95.0
Buses	0	4	0	-	4		0	0	3	-	3		0	0	0	-	0	7
% Buses	-	0.3	0.0	-	0.3		-	-	0.2	-	0.2		-	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	81	1	-	82		0	0	33	-	33		0	0	0	-	0	115
% Single-Unit Trucks	-	5.3	5.6	-	5.3		-	-	2.0	-	2.0		-	-	0.0	-	0.0	3.6
Articulated Trucks	0	24	0	-	24		0	0	12	-	12		0	0	0	-	0	36
% Articulated Trucks	-	1.6	0.0	-	1.6		-	-	0.7	-	0.7		-	-	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	-	0.0	-	0.0		-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	4	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: North Avenue with Bonnie Brae
Site Code:
Start Date: 06/09/2022
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	North Avenue Eastbound					North Avenue Westbound					Bonnie Brae Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:45 PM	0	381	2	0	383	0	0	426	0	426	0	1	3	0	813
5:00 PM	0	380	4	0	384	0	0	440	0	440	0	0	1	0	825
5:15 PM	0	364	1	0	365	0	0	393	1	393	0	0	2	1	760
5:30 PM	0	371	2	0	373	0	0	459	0	459	0	0	3	0	835
Total	0	1496	9	0	1505	0	0	1718	1	1718	0	1	9	1	3233
Approach %	0.0	99.4	0.6	-	-	0.0	0.0	100.0	-	-	0.0	10.0	90.0	-	-
Total %	0.0	46.3	0.3	-	46.6	0.0	0.0	53.1	-	53.1	0.0	0.0	0.3	-	-
PHF	0.000	0.982	0.563	-	0.980	0.000	0.000	0.936	-	0.936	0.000	0.250	0.750	-	0.625
Lights	0	1472	9	-	1481	0	0	1677	-	1677	0	1	9	-	10
% Lights	-	98.4	100.0	-	98.4	-	-	97.6	-	97.6	-	100.0	100.0	-	98.0
Buses	0	5	0	-	5	0	0	6	-	6	0	0	0	-	11
% Buses	-	0.3	0.0	-	0.3	-	-	0.3	-	0.3	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	12	0	-	12	0	0	23	-	23	0	0	0	-	35
% Single-Unit Trucks	-	0.8	0.0	-	0.8	-	-	1.3	-	1.3	-	0.0	0.0	-	1.1
Articulated Trucks	0	7	0	-	7	0	0	12	-	12	0	0	0	-	19
% Articulated Trucks	-	0.5	0.0	-	0.5	-	-	0.7	-	0.7	-	0.0	0.0	-	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: North ave with Bonnie Brae Pl
Site Code:
Start Date: 06/25/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound					North Ave Westbound					Bonnie Brae Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	342	2	0	344	0	0	393	1	393	0	0	1	2	1
5:15 PM	0	309	1	1	310	0	0	330	0	330	0	0	4	0	4
5:30 PM	0	346	2	1	348	0	0	335	0	335	0	0	2	1	2
5:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0
Hourly Total	0	1301	5	2	1306	0	0	1391	1	1391	0	0	7	3	7
6:00 PM	0	319	0	0	319	0	0	334	0	334	0	0	1	3	1
6:15 PM	0	292	4	0	296	0	0	315	0	315	0	0	1	0	1
6:30 PM	0	302	1	0	303	0	0	327	0	327	0	0	1	1	1
6:45 PM	0	297	1	0	298	0	0	311	0	311	0	0	4	0	4
Hourly Total	0	1210	6	0	1216	0	0	1287	0	1287	0	0	7	4	7
7:00 PM	0	267	1	0	268	0	0	282	0	282	0	0	4	1	4
7:15 PM	0	284	1	0	285	0	0	262	0	262	0	0	1	0	1
7:30 PM	0	246	2	1	248	0	0	230	1	230	0	0	3	0	3
7:45 PM	0	242	0	0	242	0	0	244	0	244	0	0	1	1	1
Hourly Total	0	1039	4	1	1043	0	0	1018	1	1018	0	0	9	2	9
Grand Total	0	3550	15	3	3565	0	0	3696	2	3696	0	0	23	9	23
Approach %	0.0	99.6	0.4	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-
Total %	0.0	48.7	0.2	-	48.9	0.0	0.0	50.7	-	50.7	0.0	0.0	0.3	-	0.3
Lights	0	3526	15	-	3541	0	0	3662	-	3662	0	0	22	-	22
% Lights	-	99.3	100.0	-	99.3	-	-	99.1	-	99.1	-	-	95.7	-	95.7
Buses	0	6	0	-	6	0	0	5	-	5	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Single-Unit Trucks	0	10	0	-	10	0	0	25	-	25	0	0	1	-	1
% Single-Unit Trucks	-	0.3	0.0	-	0.3	-	-	0.7	-	0.7	-	-	4.3	-	4.3
Articulated Trucks	0	7	0	-	7	0	0	3	-	3	0	0	0	-	0
% Articulated Trucks	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	9	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: North ave with Bonnie Brae Pl
Site Code:
Start Date: 06/25/2022
Page No: 2

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Bonnie Brae Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	342	2	0	344	0	0	393	1	393	0	0	1	2	1
5:15 PM	0	309	1	1	310	0	0	330	0	330	0	0	4	0	4
5:30 PM	0	346	2	1	348	0	0	335	0	335	0	0	2	1	2
5:45 PM	0	304	0	0	304	0	0	333	0	333	0	0	0	0	0
Total	0	1301	5	2	1306	0	0	1391	1	1391	0	0	7	3	7
Approach %	0.0	99.6	0.4	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-
Total %	0.0	48.1	0.2	-	48.3	0.0	0.0	51.4	-	51.4	0.0	0.0	0.3	-	0.3
PHF	0.000	0.940	0.625	-	0.938	0.000	0.000	0.885	-	0.885	0.000	0.000	0.438	-	0.438
Lights	0	1290	5	-	1295	0	0	1379	-	1379	0	0	7	-	7
% Lights	-	99.2	100.0	-	99.2	-	-	99.1	-	99.1	-	-	100.0	-	100.0
Buses	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Single-Unit Trucks	0	4	0	-	4	0	0	8	-	8	0	0	0	-	0
% Single-Unit Trucks	-	0.3	0.0	-	0.3	-	-	0.6	-	0.6	-	-	0.0	-	0.0
Articulated Trucks	0	4	0	-	4	0	0	2	-	2	0	0	0	-	0
% Articulated Trucks	-	0.3	0.0	-	0.3	-	-	0.1	-	0.1	-	-	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	3	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Greenfield St with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach Northbound						Bonnie Brae Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:00 AM	0	2	3	0	2	5	0	0	5	0	2	5	0	0	0	0	0	0	0	0	2	0	0	0	2	12
7:15 AM	0	2	9	0	1	11	0	0	9	0	1	9	0	0	0	0	0	0	0	0	3	0	2	0	5	25
7:30 AM	0	3	20	0	0	23	0	0	14	0	0	14	0	0	0	0	0	0	0	0	6	0	4	3	10	47
7:45 AM	0	7	20	1	1	28	0	0	20	0	0	20	0	0	0	0	0	0	0	0	1	0	0	3	1	49
Hourly Total	0	14	52	1	4	67	0	0	48	0	3	48	0	0	0	0	0	0	0	0	12	0	6	6	18	133
8:00 AM	0	4	20	0	1	24	0	0	14	1	0	15	0	0	1	0	1	1	1	0	3	0	8	1	11	51
8:15 AM	0	6	19	0	0	25	0	0	13	0	2	13	0	0	0	0	1	0	0	0	0	0	3	0	3	41
8:30 AM	0	4	10	1	1	15	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	24
8:45 AM	0	3	4	0	1	7	0	0	5	0	1	5	0	0	0	0	0	0	0	0	1	0	0	1	1	13
Hourly Total	0	17	53	1	3	71	0	0	41	1	3	42	0	0	1	0	2	1	1	0	4	0	11	3	15	129
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	23	0	1	23	0	0	10	2	0	12	0	0	0	0	2	0	0	0	2	0	5	2	7	42
4:15 PM	0	2	12	0	1	14	0	0	5	0	1	5	0	0	0	0	0	0	0	0	2	0	1	1	3	22
4:30 PM	0	2	16	0	0	18	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	1	1	5	29
4:45 PM	0	4	12	0	2	16	0	0	11	0	0	11	0	0	0	0	0	0	0	0	2	0	1	1	3	30
Hourly Total	0	8	63	0	4	71	0	0	32	2	1	34	0	0	0	0	2	0	0	0	10	0	8	5	18	123
5:00 PM	0	7	20	0	1	27	0	0	1	0	2	1	0	0	0	0	0	0	0	0	2	0	0	1	2	30
5:15 PM	0	0	14	0	2	14	0	0	7	0	1	7	0	0	0	0	1	0	0	0	1	0	4	1	5	26
5:30 PM	0	6	14	0	0	20	0	0	4	1	2	5	0	0	0	0	0	0	0	0	0	0	1	1	1	26
5:45 PM	0	4	14	0	0	18	0	0	4	2	0	6	0	0	0	0	0	0	0	0	3	0	1	1	4	28
Hourly Total	0	17	62	0	3	79	0	0	16	3	5	19	0	0	0	0	1	0	0	0	6	0	6	4	12	110
6:00 PM	0	3	17	1	0	21	0	0	5	3	0	8	0	1	0	0	0	1	0	0	2	0	3	0	5	35
6:15 PM	0	1	15	0	0	16	0	0	3	2	0	5	0	0	0	0	0	0	0	0	2	0	0	0	2	23
6:30 PM	0	1	13	1	0	15	0	0	3	1	0	4	0	0	0	0	0	0	0	0	5	0	0	0	5	24
6:45 PM	0	0	10	0	0	10	0	0	6	0	0	6	0	0	0	2	0	2	0	0	0	1	1	0	2	20
Hourly Total	0	5	55	2	0	62	0	0	17	6	0	23	0	1	0	2	0	3	0	0	9	1	4	0	14	102
7:00 PM	0	0	5	0	0	5	0	0	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	9
7:15 PM	0	3	7	0	0	10	0	0	6	0	0	6	0	0	0	0	1	0	0	0	2	0	0	0	2	18
7:30 PM	1	2	8	0	0	11	0	0	5	3	0	8	0	0	0	0	0	0	0	0	1	0	1	0	2	21
7:45 PM	0	1	6	0	3	7	0	0	6	5	0	11	0	0	0	0	0	0	0	0	0	0	1	0	1	19
Hourly Total	1	6	26	0	3	33	0	0	19	9	0	28	0	0	0	0	1	0	0	0	4	0	2	0	6	67
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	1	1	12	0	3	14	0	0	3	0	0	3	0	0	0	0	2	0	0	0	0	1	3	2	4	21
5:15 PM	0	5	14	1	1	20	0	1	9	0	5	10	0	0	0	0	1	0	0	0	2	0	2	0	4	34
5:30 PM	0	2	18	1	1	21	0	0	3	1	0	4	0	0	0	1	1	1	0	0	2	0	1	2	3	29

5:45 PM	0	2	15	0	0	17	0	1	6	1	0	8	0	1	0	0	0	0	2	0	0	2	28		
Hourly Total	1	10	59	2	5	72	0	2	21	2	5	25	0	1	0	1	6	4	13	112					
6:00 PM	0	2	20	1	0	23	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	30		
6:15 PM	0	2	16	0	1	18	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	25		
6:30 PM	0	1	13	0	0	14	0	0	9	0	0	9	0	0	0	0	0	0	0	0	3	0	26		
6:45 PM	0	1	15	0	0	16	0	0	5	0	0	5	0	1	0	0	1	0	1	0	1	0	24		
Hourly Total	0	6	64	1	1	71	0	0	25	0	0	25	0	1	0	0	4	0	4	0	4	8	105		
7:00 PM	0	1	7	1	0	9	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	15		
7:15 PM	0	1	5	1	0	7	0	0	5	1	0	6	0	1	0	0	0	0	1	0	0	1	15		
7:30 PM	0	1	9	0	0	10	0	0	8	1	0	9	0	2	0	1	0	0	1	0	0	1	23		
7:45 PM	0	0	9	0	0	9	0	0	2	0	1	2	0	0	0	0	0	0	2	0	0	2	13		
Hourly Total	0	3	30	2	0	35	0	1	19	2	1	22	0	3	0	1	1	4	0	5	0	5	66		
Grand Total	2	86	464	9	23	561	0	3	238	25	18	266	0	6	1	4	11	11	0	60	2	47	22	109	947
Approach %	0.4	15.3	82.7	1.6	-	-	0.0	1.1	89.5	9.4	-	-	0.0	54.5	9.1	36.4	-	-	0.0	55.0	1.8	43.1	-	-	
Total %	0.2	9.1	49.0	1.0	-	59.2	0.0	0.3	25.1	2.6	-	28.1	0.0	0.6	0.1	0.4	-	1.2	0.0	6.3	0.2	5.0	-	11.5	
Lights	2	83	459	7	-	551	0	2	231	24	-	257	0	4	1	4	-	9	0	60	1	46	-	107	924
% Lights	100.0	96.5	98.9	77.8	-	98.2	-	66.7	97.1	96.0	-	96.6	-	66.7	100.0	100.0	-	81.8	-	100.0	50.0	97.9	-	98.2	97.6
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	1	
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	2	0	-	3	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	0	-	7	
% Single-Unit Trucks	0.0	1.2	0.4	0.0	-	0.5	-	0.0	1.3	4.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.7	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	3	2	-	7	0	1	3	0	-	4	0	2	0	0	-	2	0	0	1	1	-	2	15
% Bicycles on Road	0.0	2.3	0.6	22.2	-	1.2	-	33.3	1.3	0.0	-	1.5	-	33.3	0.0	0.0	-	18.2	-	0.0	50.0	2.1	-	1.8	1.6
Pedestrians	-	-	-	-	23	-	-	-	-	-	18	-	-	-	-	-	11	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Greenfield St with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach (100 ft)						Bonnie Brae Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	3	20	0	0	23	0	0	14	0	0	14	0	0	0	0	0	0	0	6	0	4	3	10	47
7:45 AM	0	7	20	1	1	28	0	0	20	0	0	20	0	0	0	0	0	0	0	1	0	0	3	1	49
8:00 AM	0	4	20	0	1	24	0	0	14	1	0	15	0	0	1	0	1	1	0	3	0	8	1	11	51
8:15 AM	0	6	19	0	0	25	0	0	13	0	2	13	0	0	0	0	1	0	0	0	0	3	0	3	41
Total	0	20	79	1	2	100	0	0	61	1	2	62	0	0	1	0	2	1	0	10	0	15	7	25	188
Approach %	0.0	20.0	79.0	1.0	-	-	0.0	0.0	98.4	1.6	-	-	0.0	0.0	100.0	0.0	-	-	0.0	40.0	0.0	60.0	-	-	-
Total %	0.0	10.6	42.0	0.5	-	53.2	0.0	0.0	32.4	0.5	-	33.0	0.0	0.0	0.5	0.0	-	0.5	0.0	5.3	0.0	8.0	-	13.3	-
PHF	0.000	0.714	0.988	0.250	-	0.893	0.000	0.000	0.763	0.250	-	0.775	0.000	0.000	0.250	0.000	-	0.250	0.000	0.417	0.000	0.469	-	0.568	0.922
Lights	0	20	77	0	-	97	0	0	60	1	-	61	0	0	1	0	-	1	0	10	0	15	-	25	184
% Lights	-	100.0	97.5	0.0	-	97.0	-	-	98.4	100.0	-	98.4	-	-	100.0	-	-	100.0	-	100.0	-	100.0	-	100.0	97.9
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	1.6	0.0	-	1.6	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	1.3	100.0	-	2.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	1.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: ZZ-030
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach						Bonnie Brae Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	2	12	0	1	14	0	0	5	0	0	1	5	0	0	0	0	0	0	2	0	1	1	3	22
4:30 PM	0	2	16	0	0	18	0	0	6	0	0	0	6	0	0	0	0	0	0	4	0	1	1	5	29
4:45 PM	0	4	12	0	2	16	0	0	11	0	0	1	11	0	0	0	0	0	0	2	0	1	1	3	30
5:00 PM	0	7	20	0	1	27	0	0	1	0	2	1	1	0	0	0	0	0	0	2	0	0	1	2	30
Total	0	15	60	0	4	75	0	0	23	0	3	23	23	0	0	0	0	0	0	10	0	3	4	13	111
Approach %	0.0	20.0	80.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	76.9	0.0	23.1	-	-	-
Total %	0.0	13.5	54.1	0.0	-	67.6	0.0	0.0	20.7	0.0	-	20.7	0.0	0.0	0.0	0.0	0.0	-	0.0	9.0	0.0	2.7	-	11.7	-
PHF	0.000	0.536	0.750	0.000	-	0.694	0.000	0.000	0.523	0.000	-	0.523	0.000	0.000	0.000	0.000	0.000	-	0.000	0.625	0.000	0.750	-	0.650	0.925
Lights	0	15	59	0	-	74	0	0	23	0	-	23	0	0	0	0	0	-	0	10	0	3	-	13	110
% Lights	100.0	98.3	-	-	-	98.7	-	-	100.0	-	-	100.0	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	99.1
Buses	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	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
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	1.7	-	-	1.3	-	-	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.9
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	-	-	-	0.0	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Greenfield St with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Northbound Approach						Bonnie Brae Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:15 PM	0	5	14	1	1	20	0	1	9	0	5	10	0	0	0	0	1	1	0	2	0	2	0	4	34
5:30 PM	0	2	18	1	1	21	0	0	3	1	0	4	0	0	0	1	1	1	0	2	0	1	2	3	29
5:45 PM	0	2	15	0	0	17	0	1	6	1	0	8	0	1	0	0	0	1	0	2	0	0	0	2	28
6:00 PM	0	2	20	1	0	23	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	30
Total	0	11	67	3	2	81	0	2	24	2	5	28	0	1	0	1	2	2	0	7	0	3	2	10	121
Approach %	0.0	13.6	82.7	3.7	-	-	0.0	7.1	85.7	7.1	-	-	0.0	50.0	0.0	50.0	-	-	0.0	70.0	0.0	30.0	-	-	-
Total %	0.0	9.1	55.4	2.5	-	66.9	0.0	1.7	19.8	1.7	-	23.1	0.0	0.8	0.0	0.8	-	1.7	0.0	5.8	0.0	2.5	-	8.3	-
PHF	0.000	0.550	0.838	0.750	-	0.880	0.000	0.500	0.667	0.500	-	0.700	0.000	0.250	0.000	0.250	-	0.500	0.000	0.875	0.000	0.375	-	0.625	0.890
Lights	0	10	67	2	-	79	0	2	23	2	-	27	0	1	0	1	-	2	0	7	0	3	-	10	118
% Lights	-	90.9	100.0	66.7	-	97.5	-	100.0	95.8	100.0	-	96.4	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	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	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	4.2	0.0	-	3.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	9.1	0.0	33.3	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



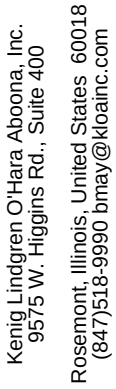
Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Greenfield St with Clinton Pl
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Clinton Pl Southbound					
	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	5	0	5		0	5	0	0	5		0	1	2	1	3	13
7:15 AM	0	1	9	1	10		0	12	0	0	12		0	1	2	0	3	25
7:30 AM	0	2	20	0	22		0	18	0	0	18		0	4	1	2	5	45
7:45 AM	0	1	28	2	29		0	20	1	0	21		0	1	11	3	12	62
Hourly Total	0	4	62	3	66		0	55	1	0	56		0	7	16	6	23	145
8:00 AM	0	1	23	0	24		0	22	0	0	22		0	1	7	2	8	54
8:15 AM	0	4	24	0	28		0	15	1	0	16		0	0	3	2	3	47
8:30 AM	0	1	14	0	15		0	9	0	0	9		0	2	0	0	2	26
8:45 AM	0	0	5	0	5		0	5	1	0	6		0	0	1	1	1	12
Hourly Total	0	6	66	0	72		0	51	2	0	53		0	3	11	5	14	139
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	2	22	0	24		0	14	0	0	14		0	1	0	1	1	39
4:15 PM	0	3	13	0	16		0	5	0	0	5		0	0	2	2	2	23
4:30 PM	0	5	15	0	20		1	8	0	0	9		0	2	1	1	3	32
4:45 PM	0	2	16	0	18		0	10	2	0	12		0	1	4	0	5	35
Hourly Total	0	12	66	0	78		1	37	2	0	40		0	4	7	4	11	129
5:00 PM	0	1	22	1	23		0	3	0	0	3		0	5	4	2	9	35
5:15 PM	0	4	12	0	16		0	11	0	0	11		0	3	3	0	6	33
5:30 PM	0	4	20	0	24		0	4	1	0	5		0	0	1	3	1	30
5:45 PM	0	3	16	0	19		0	6	1	0	7		0	1	0	0	1	27
Hourly Total	0	12	70	1	82		0	24	2	0	26		0	9	8	5	17	125
6:00 PM	0	3	18	0	21		0	8	0	0	8		0	3	3	1	6	35
6:15 PM	0	1	13	0	14		0	3	0	0	3		0	3	1	0	4	21
6:30 PM	0	1	14	0	15		0	2	0	0	2		0	3	0	0	3	20
6:45 PM	0	1	7	0	8		0	6	1	0	7		0	1	2	0	3	18
Hourly Total	0	6	52	0	58		0	19	1	0	20		0	10	6	1	16	94
7:00 PM	0	1	7	0	8		0	2	0	0	2		0	0	0	0	0	10
7:15 PM	0	0	7	0	7		0	4	2	0	6		0	1	2	1	3	16
7:30 PM	0	0	11	0	11		1	5	1	0	7		0	0	1	0	1	19
7:45 PM	0	1	6	0	7		0	7	0	0	7		0	0	0	0	0	14
Hourly Total	0	2	31	0	33		1	18	3	0	22		0	1	3	1	4	59
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
5:00 PM	0	0	12	0	12		0	8	0	0	8		0	2	3	0	5	25
5:15 PM	0	1	17	0	18		0	10	1	0	11		0	2	0	1	2	31
5:30 PM	0	2	21	0	23		0	4	0	2	4		0	2	1	0	3	30
5:45 PM	0	0	16	0	16		0	8	2	0	10		0	0	1	0	1	27

Hourly Total	0	3	66	0	69	0	30	3	2	33	0	6	5	1	11	113
6:00 PM	0	1	19	0	20	0	4	1	0	5	0	2	0	0	2	27
6:15 PM	0	0	19	0	19	0	5	0	0	5	0	3	1	1	4	28
6:30 PM	0	0	12	0	12	0	14	1	0	15	0	2	1	0	3	30
6:45 PM	0	1	12	0	13	0	5	0	0	5	0	1	1	0	2	20
Hourly Total	0	2	62	0	64	0	28	2	0	30	0	8	3	1	11	105
7:00 PM	0	2	7	0	9	0	3	1	0	4	0	2	2	0	4	17
7:15 PM	0	0	8	0	8	0	6	0	0	6	0	0	0	0	0	14
7:30 PM	0	2	8	0	10	0	8	2	0	10	0	2	1	0	3	23
7:45 PM	0	1	6	0	7	0	2	0	0	2	0	2	0	0	2	11
Hourly Total	0	5	29	0	34	0	19	3	0	22	0	6	3	0	9	65
Grand Total	0	52	504	4	556	2	281	19	2	302	0	54	62	24	116	974
Approach %	0.0	9.4	90.6	-	-	0.7	93.0	6.3	-	-	0.0	46.6	53.4	-	-	-
Total %	0.0	5.3	51.7	-	57.1	0.2	28.9	2.0	-	31.0	0.0	5.5	6.4	-	11.9	-
Lights	0	51	499	-	550	2	274	18	-	294	0	53	58	-	111	955
% Lights	-	98.1	99.0	-	98.9	100.0	97.5	94.7	-	97.4	-	98.1	93.5	-	95.7	98.0
Buses	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Buses	-	1.9	0.0	-	0.2	0.0	0.4	0.0	-	0.3	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	4	-	4	0	2	0	-	2	0	0	3	-	3	9
% Single-Unit Trucks	-	0.0	0.8	-	0.7	0.0	0.7	0.0	-	0.7	-	0.0	4.8	-	2.6	0.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	4	1	-	5	0	1	1	-	2	8
% Bicycles on Road	-	0.0	0.2	-	0.2	0.0	1.4	5.3	-	1.7	-	1.9	1.6	-	1.7	0.8
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Site Code: 22-030
Start Date: 03/03/2022
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Greenfield St Eastbound						Greenfield St Westbound						Clinton Pl Southbound					
	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	2	20	0	22		0	18	0	0	18		0	4	1	2	5	45
7:45 AM	0	1	28	2	29		0	20	1	0	21		0	1	11	3	12	62
8:00 AM	0	1	23	0	24		0	22	0	0	22		0	1	7	2	8	54
8:15 AM	0	4	24	0	28		0	15	1	0	16		0	0	3	2	3	47
Total	0	8	95	2	103		0	75	2	0	77		0	6	22	9	28	208
Approach %	0.0	7.8	92.2	-	-		0.0	97.4	2.6	-	-		0.0	21.4	78.6	-	-	-
Total %	0.0	3.8	45.7	-	49.5		0.0	36.1	1.0	-	37.0		0.0	2.9	10.6	-	13.5	-
PHF	0.000	0.500	0.848	-	0.888		0.000	0.852	0.500	-	0.875		0.000	0.375	0.500	-	0.583	0.839
Lights	0	7	92	-	99		0	74	2	-	76		0	5	20	-	25	200
% Lights	-	87.5	96.8	-	96.1		-	98.7	100.0	-	98.7		-	83.3	90.9	-	89.3	96.2
Buses	0	1	0	-	1		0	1	0	-	1		0	0	0	-	0	2
% Buses	-	12.5	0.0	-	1.0		-	1.3	0.0	-	1.3		-	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	2	-	2		0	0	0	-	0		0	0	1	-	1	3
% Single-Unit Trucks	-	0.0	2.1	-	1.9		-	0.0	0.0	-	0.0		-	0.0	4.5	-	3.6	1.4
Articulated Trucks	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1		0	0	0	-	0		0	1	1	-	2	3
% Bicycles on Road	-	0.0	1.1	-	1.0		-	0.0	0.0	-	0.0		-	16.7	4.5	-	7.1	1.4
Pedestrians	-	-	-	2	-		-	-	-	0	-		-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-

Count Name: Greenfield St with Clinton Pl
Site Code: 22-050
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

	Greenfield St Eastbound						Greenfield St Westbound						Clinton Pl Southbound					
Start Time	U-Turn	Left	Thru	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	5	15	0	20		1	8	0	0	9		0	2	1	1	3	32
4:45 PM	0	2	16	0	18		0	10	2	0	12		0	1	4	0	5	35
5:00 PM	0	1	22	1	23		0	3	0	0	3		0	5	4	2	9	35
5:15 PM	0	4	12	0	16		0	11	0	0	11		0	3	3	0	6	33
Total	0	12	65	1	77		1	32	2	0	35		0	11	12	3	23	135
Approach %	0.0	15.6	84.4	-	-		2.9	91.4	5.7	-	-		0.0	47.8	52.2	-	-	-
Total %	0.0	8.9	48.1	-	57.0		0.7	23.7	1.5	-	25.9		0.0	8.1	8.9	-	17.0	-
PHF	0.000	0.600	0.739	-	0.837		0.250	0.727	0.250	-	0.729		0.000	0.550	0.750	-	0.639	0.964
Lights	0	12	65	-	77		1	32	2	-	35		0	11	12	-	23	135
% Lights	-	100.0	100.0	-	100.0		100.0	100.0	100.0	-	100.0		-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Buses	-	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
% 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
Articulated Trucks	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-		-	-	-	0	-		-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Greenfield St with Clinton Pl
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Clinton Pl Southbound				
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
5:15 PM	0	1	17	0	18	0	10	1	0	11	0	2	0	1	31
5:30 PM	0	2	21	0	23	0	4	0	2	4	0	2	1	0	30
5:45 PM	0	0	16	0	16	0	8	2	0	10	0	0	1	0	27
6:00 PM	0	1	19	0	20	0	4	1	0	5	0	2	0	0	27
Total	0	4	73	0	77	0	26	4	2	30	0	6	2	1	115
Approach %	0.0	5.2	94.8	-	-	0.0	86.7	13.3	-	-	0.0	75.0	25.0	-	-
Total %	0.0	3.5	63.5	-	67.0	0.0	22.6	3.5	-	26.1	0.0	5.2	1.7	-	7.0
PHF	0.000	0.500	0.869	-	0.837	0.000	0.650	0.500	-	0.682	0.000	0.750	0.500	-	0.667
Lights	0	4	73	-	77	0	25	4	-	29	0	6	2	-	8
% Lights	-	100.0	100.0	-	100.0	-	96.2	100.0	-	96.7	-	100.0	100.0	-	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	-	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	1	0	-	1	0	0	0	-	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	3.8	0.0	-	3.3	-	0.0	0.0	-	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Harlem Ave with Greenfield St
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. Total				
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru		Right	Peds	App. Total	
7:00 AM	0	1	0	9	10	0	0	3	4	0	7	0	0	164	1	0	165	0	4	281	0	0	285	467	
7:15 AM	0	3	4	7	14	0	0	5	4	0	9	0	0	210	0	0	210	0	3	264	2	0	269	502	
7:30 AM	0	2	4	23	29	0	1	9	4	1	14	0	0	189	3	0	192	0	4	292	1	0	297	532	
7:45 AM	0	0	8	14	22	0	1	9	4	0	14	0	0	3	183	4	0	190	0	2	297	3	1	302	528
Hourly Total	0	6	16	53	75	0	2	26	16	1	44	0	3	746	8	0	757	0	13	1134	6	1	1153	2029	
8:00 AM	0	1	5	14	20	0	1	7	10	0	18	0	2	224	3	0	229	0	4	259	0	1	263	530	
8:15 AM	0	0	5	17	22	0	3	4	6	0	13	0	0	209	4	2	213	0	4	263	1	0	268	516	
8:30 AM	0	0	4	8	12	0	2	6	2	1	10	0	1	179	5	0	185	1	6	251	1	2	259	466	
8:45 AM	0	1	1	4	6	0	2	4	6	1	12	0	0	239	5	0	244	0	3	257	0	0	260	522	
Hourly Total	0	2	15	43	60	0	8	21	24	2	53	0	3	851	17	2	871	1	17	1030	2	3	1050	2034	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	1	8	17	26	0	2	7	6	3	15	0	1	287	8	5	296	0	4	191	1	0	196	533	
4:15 PM	0	3	3	4	10	0	1	2	2	3	5	0	1	291	3	0	295	0	9	261	0	2	270	580	
4:30 PM	0	1	4	15	20	0	0	3	4	1	7	0	1	233	3	0	237	0	1	220	1	0	222	486	
4:45 PM	0	1	5	6	12	0	3	5	8	2	16	0	4	281	4	0	289	0	3	247	2	0	252	569	
Hourly Total	0	6	20	42	68	0	6	17	20	9	43	0	7	1092	18	5	1117	0	17	919	4	2	940	2168	
5:00 PM	0	1	7	14	22	0	1	0	15	1	16	0	1	260	3	0	264	0	4	273	1	0	278	580	
5:15 PM	0	1	2	11	14	0	2	5	4	1	11	0	2	289	4	0	295	0	4	252	0	1	256	576	
5:30 PM	0	1	5	6	12	0	0	3	7	0	10	0	1	259	5	1	265	0	8	229	0	1	237	524	
5:45 PM	0	3	6	11	20	0	3	1	4	0	8	0	1	263	4	0	268	0	5	230	2	0	237	533	
Hourly Total	0	6	20	42	68	0	6	9	30	2	45	0	5	1071	16	1	1092	0	21	984	3	2	1008	2213	
6:00 PM	0	1	3	10	14	0	0	1	4	0	5	0	6	225	6	0	237	0	7	231	1	1	239	495	
6:15 PM	0	5	2	12	19	0	1	1	2	2	4	0	6	243	7	0	256	0	3	234	0	0	237	516	
6:30 PM	0	0	5	11	16	0	1	1	4	0	6	0	1	229	1	0	231	1	3	221	0	0	225	478	
6:45 PM	0	1	5	6	12	0	2	2	5	1	9	0	3	238	2	0	243	0	2	226	0	0	228	492	
Hourly Total	0	7	15	39	61	0	4	5	15	3	24	0	16	935	16	0	967	1	15	912	1	1	929	1981	
7:00 PM	0	2	0	7	9	0	0	1	3	0	4	0	0	254	6	0	260	1	7	199	1	0	208	481	
7:15 PM	0	1	2	6	9	0	1	2	4	0	7	0	3	212	0	0	215	0	4	185	1	0	190	421	
7:30 PM	0	0	5	6	11	0	2	2	4	0	8	0	4	207	5	0	216	0	1	211	0	1	212	447	
7:45 PM	0	2	0	4	6	0	0	3	6	0	9	0	9	206	3	0	218	0	3	156	4	0	163	396	
Hourly Total	0	5	7	23	35	0	3	8	17	0	28	0	16	879	14	0	909	1	15	751	6	1	773	1745	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	0	0	4	8	12	0	1	1	6	0	8	0	1	250	0	1	251	0	4	248	2	0	254	525	
5:15 PM	0	1	1	13	15	0	1	4	5	1	10	0	1	269	1	0	271	0	3	215	2	0	220	516	
5:30 PM	0	3	4	11	18	0	1	3	8	0	12	0	1	260	3	0	264	0	5	197	1	1	203	497	

5:45 PM	0	2	2	14	18	0	1	2	5	0	8	0	2	262	6	0	270	0	6	224	3	0	233	529
Hourly Total	0	6	11	46	63	0	4	10	24	1	38	0	5	1041	10	1	1056	0	18	884	8	1	910	2067
6:00 PM	0	0	5	15	20	0	1	1	4	0	6	0	4	282	2	0	288	0	2	216	3	0	221	535
6:15 PM	0	1	3	14	18	0	0	1	7	1	8	0	0	247	3	0	250	0	8	222	3	0	233	509
6:30 PM	0	0	2	8	10	0	2	2	4	0	8	0	2	265	2	0	269	0	3	221	3	0	227	514
6:45 PM	0	1	3	13	17	0	1	0	1	0	2	0	1	257	5	0	263	0	2	196	4	0	202	484
Hourly Total	0	2	13	50	65	0	4	4	16	1	24	0	7	1051	12	0	1070	0	15	855	13	0	883	2042
7:00 PM	0	2	1	6	9	0	1	1	0	0	2	0	2	230	3	0	235	1	2	194	1	0	198	444
7:15 PM	0	1	4	4	9	0	4	3	3	0	10	0	2	193	1	0	196	0	2	194	1	0	197	412
7:30 PM	0	1	1	5	7	0	1	0	2	0	3	0	7	229	3	0	239	0	3	228	2	0	233	482
7:45 PM	0	1	4	10	15	0	1	0	2	0	3	0	3	201	4	0	208	0	1	163	1	0	165	391
Hourly Total	0	5	10	25	40	0	7	4	7	0	18	0	14	853	11	0	878	1	8	779	5	0	793	1729
Grand Total	0	45	127	363	535	0	44	104	169	19	317	0	76	8519	122	9	8717	4	139	8248	48	11	8439	18008
Approach %	0.0	8.4	23.7	67.9	-	0.0	13.9	32.8	53.3	-	-	0.0	0.9	97.7	1.4	-	-	0.0	1.6	97.7	0.6	-	-	-
Total %	0.0	0.2	0.7	2.0	3.0	0.0	0.2	0.6	0.9	-	1.8	0.0	0.4	47.3	0.7	-	48.4	0.0	0.8	45.8	0.3	-	46.9	-
Lights	0	44	124	361	529	0	42	103	167	-	312	0	75	8319	119	-	8513	4	138	8042	47	-	8231	17585
% Lights	-	97.8	97.6	99.4	98.9	-	95.5	99.0	98.8	-	98.4	-	98.7	97.7	97.5	-	97.7	100.0	99.3	97.5	97.9	-	97.5	97.7
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	84	0	-	84	0	0	88	1	-	89	173
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	1.0	0.0	0.0	1.1	2.1	-	1.1	1.0
Single-Unit Trucks	0	1	1	1	3	0	2	0	1	-	3	0	1	70	1	-	72	0	1	70	0	-	71	149
% Single-Unit Trucks	-	2.2	0.8	0.3	0.6	-	4.5	0.0	0.6	-	0.9	-	1.3	0.8	0.8	-	0.8	0.0	0.7	0.8	0.0	-	0.8	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	46	0	-	46	0	0	48	0	-	48	94
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	0.0	0.0	0.6	0.0	-	0.6	0.5
Bicycles on Road	0	0	2	1	3	0	0	1	1	-	2	0	0	0	2	-	2	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	1.6	0.3	0.6	-	0.0	1.0	0.6	-	0.6	-	0.0	0.0	1.6	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	-	19	-	-	-	-	9	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Harlem Ave with Greenfield St
Site Code: 22-050
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					Int. Total				
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru		Right	Peds	App. Total	
7:30 AM	0	2	4	23	29	0	1	9	4	1	14	0	0	189	3	0	192	0	4	292	1	0	297	532	
7:45 AM	0	0	8	14	22	0	1	9	4	0	14	0	3	183	4	0	190	0	2	297	3	1	302	528	
8:00 AM	0	1	5	14	20	0	1	7	10	0	18	0	2	224	3	0	229	0	4	259	0	1	263	530	
8:15 AM	0	0	5	17	22	0	3	4	6	0	13	0	0	209	4	2	213	0	4	263	1	0	268	516	
Total	0	3	22	68	93	0	6	29	24	1	59	0	5	805	14	2	824	0	14	1111	5	2	1130	2106	
Approach %	0.0	3.2	23.7	73.1	-	0.0	10.2	49.2	40.7	-	-	0.0	0.6	97.7	1.7	-	-	0.0	1.2	98.3	0.4	-	-	-	
Total %	0.0	0.1	1.0	3.2	4.4	0.0	0.3	1.4	1.1	-	2.8	0.0	0.2	38.2	0.7	-	39.1	0.0	0.7	52.8	0.2	-	53.7	-	
PHF	0.000	0.375	0.688	0.739	0.802	0.000	0.500	0.806	0.600	-	0.819	0.000	0.417	0.898	0.875	-	0.900	0.000	0.875	0.935	0.417	-	0.935	0.990	
Lights	0	3	21	67	91	0	6	29	23	-	58	0	5	767	13	-	785	0	14	1059	4	-	1077	2011	
% Lights	-	100.0	95.5	98.5	97.8	-	100.0	100.0	95.8	-	98.3	-	100.0	95.3	92.9	-	95.3	-	100.0	95.3	80.0	-	-	95.3	95.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	-	13	0	0	16	1	-	17	30	
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	0.0	-	1.6	-	0.0	1.4	20.0	-	1.5	1.4	
Single-Unit Trucks	0	0	1	0	1	0	0	0	1	-	1	0	0	16	0	-	16	0	0	25	0	-	25	43	
% Single-Unit Trucks	-	0.0	4.5	0.0	1.1	-	0.0	0.0	4.2	-	1.7	-	0.0	2.0	0.0	-	1.9	-	0.0	2.3	0.0	-	2.2	2.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	-	9	0	0	11	0	-	11	20	
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.1	-	0.0	1.0	0.0	-	1.0	0.9	
Bicycles on Road	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	-	1	0	0	0	0	-	0	2	
% Bicycles on Road	-	0.0	0.0	1.5	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	7.1	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Harlem Ave with Greenfield St
Site Code: 22-050
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					App. Total	Int. Total			
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total								
4:45 PM	0	1	5	6	12	0	3	5	8	2	16	0	4	281	4	0	289	0	3	247	2	0	252	569	
5:00 PM	0	1	7	14	22	0	1	0	15	1	16	0	1	260	3	0	264	0	4	273	1	0	278	580	
5:15 PM	0	1	2	11	14	0	2	5	4	1	11	0	2	289	4	0	295	0	4	252	0	1	256	576	
5:30 PM	0	1	5	6	12	0	0	3	7	0	10	0	1	259	5	1	265	0	8	229	0	1	237	524	
Total	0	4	19	37	60	0	6	13	34	4	53	0	8	1089	16	1	1113	0	19	1001	3	2	1023	2249	
Approach %	0.0	6.7	31.7	61.7	-	0.0	11.3	24.5	64.2	-	-	0.0	0.7	97.8	1.4	-	-	0.0	1.9	97.8	0.3	-	-	-	
Total %	0.0	0.2	0.8	1.6	2.7	0.0	0.3	0.6	1.5	-	2.4	0.0	0.4	48.4	0.7	-	49.5	0.0	0.8	44.5	0.1	-	45.5	-	
PHF	0.000	1.000	0.679	0.661	0.682	0.000	0.500	0.650	0.567	-	0.828	0.000	0.500	0.942	0.800	-	0.943	0.000	0.594	0.917	0.375	-	0.920	0.969	
Lights	0	4	19	37	60	0	5	12	33	-	50	0	8	1065	16	-	1089	0	19	979	3	-	1001	2200	
% Lights	-	100.0	100.0	100.0	100.0	-	83.3	92.3	97.1	-	94.3	-	100.0	97.8	100.0	-	97.8	-	100.0	97.8	100.0	-	-	97.8	97.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	-	11	0	0	8	0	-	8	19	
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	1.0	-	0.0	0.8	0.0	-	0.8	0.8
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	-	1	0	0	9	0	-	9	0	0	5	0	-	5	15	
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	16.7	0.0	0.0	-	1.9	-	0.0	0.8	0.0	-	0.8	-	0.0	0.5	0.0	-	0.5	0.7	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	-	4	0	0	9	0	-	9	13	
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.9	0.0	-	0.9	0.6
Bicycles on Road	0	0	0	0	0	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	7.7	2.9	-	3.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Greenfield St Eastbound					Greenfield St Westbound					Harlem Ave Northbound					Harlem Ave Southbound					App. Total	Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru			Right	Peds
5:15 PM	0	1	1	13	15	0	1	4	5	1	10	0	1	269	1	0	271	0	3	215	2	0	220	516
5:30 PM	0	3	4	11	18	0	1	3	8	0	12	0	1	260	3	0	264	0	5	197	1	1	203	497
5:45 PM	0	2	2	14	18	0	1	2	5	0	8	0	2	262	6	0	270	0	6	224	3	0	233	529
6:00 PM	0	0	5	15	20	0	1	1	4	0	6	0	4	282	2	0	288	0	2	216	3	0	221	535
Total	0	6	12	53	71	0	4	10	22	1	36	0	8	1073	12	0	1093	0	16	852	9	1	877	2077
Approach %	0.0	8.5	16.9	74.6	-	0.0	11.1	27.8	61.1	-	-	0.0	0.7	98.2	1.1	-	-	0.0	1.8	97.1	1.0	-	-	-
Total %	0.0	0.3	0.6	2.6	3.4	0.0	0.2	0.5	1.1	-	1.7	0.0	0.4	51.7	0.6	-	52.6	0.0	0.8	41.0	0.4	-	42.2	-
PHF	0.000	0.500	0.600	0.883	0.888	0.000	1.000	0.625	0.688	-	0.750	0.000	0.500	0.951	0.500	-	0.949	0.000	0.667	0.951	0.750	-	0.941	0.971
Lights	0	6	12	53	71	0	4	10	22	-	36	0	8	1058	12	-	1078	0	16	843	9	-	868	2053
% Lights	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	98.6	100.0	-	98.6	-	100.0	98.9	100.0	-	99.0	98.8
Buses	0	0	0	0	0	0	0	0	0	-	0	0	0	10	0	-	10	0	0	6	0	-	6	16
% Buses	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.9	-	0.0	0.7	0.0	-	0.7	0.8
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	2	0	-	2	5
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: Le Moyne Pkwy with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	0	5	0	0	5	0	0	5	1	1	6	0	0	1	1	1	0	2	0	7	2	1	0	10	23
7:15 AM	0	0	11	2	0	13	0	1	3	0	1	4	0	0	1	0	0	2	1	0	7	2	1	1	10	28
7:30 AM	0	0	13	1	0	14	0	0	7	1	1	8	0	0	1	1	1	1	2	0	4	4	0	1	8	32
7:45 AM	0	1	11	0	0	12	0	0	10	2	1	12	0	1	3	2	1	1	6	0	4	1	0	1	5	35
Hourly Total	0	1	40	3	0	44	0	1	25	4	4	30	0	1	6	4	4	11	0	22	9	2	3	33	118	
8:00 AM	0	1	18	1	1	20	0	3	9	1	0	13	0	0	2	0	3	2	0	4	2	4	0	10	45	
8:15 AM	0	0	9	0	0	9	0	1	9	1	0	11	0	0	0	2	0	2	0	6	1	1	0	8	30	
8:30 AM	0	1	5	0	0	6	0	0	10	0	0	10	0	1	1	2	1	4	0	5	0	1	1	6	26	
8:45 AM	0	0	6	0	0	6	0	0	3	0	0	3	0	0	2	0	0	2	0	5	0	1	0	6	17	
Hourly Total	0	2	38	1	1	41	0	4	31	2	0	37	0	1	5	4	4	10	0	20	3	7	1	30	118	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	0	8	1	0	9	0	1	7	3	0	11	0	0	1	0	1	0	2	0	2	3	0	0	5	27
4:15 PM	0	0	10	0	0	10	0	1	6	2	0	9	0	1	2	1	0	4	0	4	2	1	1	7	30	
4:30 PM	0	3	11	1	0	15	0	0	4	0	0	4	0	1	0	1	1	2	0	3	3	0	1	6	27	
4:45 PM	0	0	8	1	0	9	0	2	10	6	0	18	0	0	2	1	0	3	0	2	1	1	0	4	34	
Hourly Total	0	3	37	3	0	43	0	4	27	11	0	42	0	3	4	4	1	11	0	11	9	2	2	22	118	
5:00 PM	0	2	16	1	0	19	0	1	9	0	0	10	0	0	2	2	1	4	0	2	0	0	0	2	35	
5:15 PM	0	3	9	2	1	14	0	2	5	0	0	7	0	0	0	0	1	0	0	1	1	2	1	4	25	
5:30 PM	0	3	17	1	1	21	0	0	8	1	0	9	0	2	1	1	2	4	0	0	1	4	0	5	39	
5:45 PM	0	0	15	0	0	15	0	0	3	2	0	5	0	2	3	1	0	6	0	6	3	1	0	10	36	
Hourly Total	0	8	57	4	2	69	0	3	25	3	0	31	0	4	6	4	4	14	0	9	5	7	1	21	135	
6:00 PM	0	2	16	3	0	21	1	2	13	0	0	16	0	1	1	3	1	5	0	5	1	1	2	7	49	
6:15 PM	0	0	14	1	0	15	0	0	11	1	1	12	0	2	0	0	0	2	0	1	0	0	1	1	30	
6:30 PM	0	0	12	1	0	13	0	2	6	2	0	10	0	1	0	0	1	1	0	2	0	1	0	3	27	
6:45 PM	0	1	11	0	0	12	0	0	3	1	0	4	0	0	0	1	0	1	0	1	2	2	0	5	22	
Hourly Total	0	3	53	5	0	61	1	4	33	4	1	42	0	4	1	4	2	9	0	9	3	4	3	16	128	
7:00 PM	0	1	9	1	0	11	0	0	5	1	0	6	0	0	0	2	0	2	0	5	1	0	0	6	25	
7:15 PM	0	1	16	2	0	19	0	0	5	1	0	6	0	0	1	1	0	2	0	2	0	1	0	3	30	
7:30 PM	0	0	5	1	0	6	1	0	6	1	0	8	0	0	0	2	1	2	0	1	0	0	0	1	17	
7:45 PM	0	1	11	0	0	12	0	0	4	2	0	6	0	0	0	1	0	1	0	0	1	0	0	1	20	
Hourly Total	0	3	41	4	0	48	1	0	20	5	0	26	0	0	1	6	1	7	0	8	2	1	0	11	92	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5:00 PM	0	0	15	4	0	19	0	0	7	1	0	8	0	1	0	1	2	2	0	2	1	0	1	3	32	
5:15 PM	0	0	7	0	0	7	0	0	2	2	0	4	1	0	2	2	2	5	0	1	1	1	1	3	19	
5:30 PM	0	1	10	0	0	11	0	0	5	0	2	5	1	0	1	0	2	2	0	1	0	1	0	2	20	

5:45 PM	0	1	12	2	0	15	0	0	10	0	0	10	0	0	0	2	0	0	4	2	0	3	0	1	0	4	31
Hourly Total	0	2	44	6	0	52	0	0	24	3	2	27	2	3	3	3	10	11	0	7	2	3	2	12	102		
6:00 PM	0	0	18	1	0	19	0	0	13	2	0	15	0	0	1	0	2	1	0	1	0	1	5	2	37		
6:15 PM	0	0	13	2	1	15	0	0	11	1	0	12	0	1	0	1	0	2	0	1	0	1	2	2	31		
6:30 PM	0	2	13	0	0	15	1	1	4	0	0	6	0	1	0	0	0	1	0	0	0	0	1	0	22		
6:45 PM	0	1	8	1	0	10	0	0	2	1	0	3	0	0	0	0	1	0	0	1	1	2	0	4	17		
Hourly Total	0	3	52	4	1	59	1	1	30	4	0	36	0	2	1	1	3	4	0	2	2	4	8	8	107		
7:00 PM	0	0	12	0	0	12	0	0	4	0	6	4	0	0	1	0	0	1	0	0	1	0	0	1	18		
7:15 PM	0	0	14	0	0	14	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	19		
7:30 PM	0	2	7	0	0	9	0	1	4	0	0	5	0	0	0	3	0	3	0	1	0	1	0	2	19		
7:45 PM	0	3	10	0	0	13	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	19		
Hourly Total	0	5	43	0	0	48	0	1	13	0	6	14	0	0	1	3	0	4	0	4	3	2	0	9	75		
Grand Total	0	30	405	30	4	465	3	18	228	36	13	285	2	18	28	33	29	81	0	92	38	32	20	162	993		
Approach %	0.0	6.5	87.1	6.5	-	-	1.1	6.3	80.0	12.6	-	-	2.5	22.2	34.6	40.7	-	-	0.0	56.8	23.5	19.8	-	-	-		
Total %	0.0	3.0	40.8	3.0	-	46.8	0.3	1.8	23.0	3.6	-	28.7	0.2	1.8	2.8	3.3	-	8.2	0.0	9.3	3.8	3.2	-	16.3	-		
Lights	0	30	389	29	-	448	3	17	226	34	-	280	2	18	26	33	-	79	0	89	37	32	-	158	965		
% Lights	-	100.0	96.0	96.7	-	96.3	100.0	94.4	99.1	94.4	-	98.2	100.0	100.0	92.9	100.0	-	97.5	-	96.7	97.4	100.0	-	97.5	97.2		
Buses	0	0	4	1	-	5	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6		
% Buses	-	0.0	1.0	3.3	-	1.1	0.0	0.0	0.0	2.8	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6		
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	2	1	0	-	3	5		
% Single-Unit Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	3.6	0.0	-	1.2	-	2.2	2.6	0.0	-	1.9	0.5		
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1		
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	0.6	0.1		
Bicycles on Road	0	0	11	0	-	11	0	1	2	1	-	4	0	0	1	0	-	1	0	0	0	0	-	0	16		
% Bicycles on Road	-	0.0	2.7	0.0	-	2.4	0.0	5.6	0.9	2.8	-	1.4	0.0	0.0	3.6	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	1.6		
Pedestrians	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	29	-	-	-	-	-	20	-	-		
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-		



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	13	1	0	14	0	0	7	1	1	8	0	0	1	1	1	2	0	4	4	0	1	8	32
7:45 AM	0	1	11	0	0	12	0	0	10	2	1	12	0	1	3	2	1	6	0	4	1	0	1	5	35
8:00 AM	0	1	18	1	1	20	0	3	9	1	0	13	0	0	2	0	3	2	0	4	2	4	0	10	45
8:15 AM	0	0	9	0	0	9	0	1	9	1	0	11	0	0	0	2	0	2	0	6	1	1	0	8	30
Total	0	2	51	2	1	55	0	4	35	5	2	44	0	1	6	5	5	12	0	18	8	5	2	31	142
Approach %	0.0	3.6	92.7	3.6	-	-	0.0	9.1	79.5	11.4	-	-	0.0	8.3	50.0	41.7	-	-	0.0	58.1	25.8	16.1	-	-	-
Total %	0.0	1.4	35.9	1.4	-	38.7	0.0	2.8	24.6	3.5	-	31.0	0.0	0.7	4.2	3.5	-	8.5	0.0	12.7	5.6	3.5	-	21.8	-
PHF	0.000	0.500	0.708	0.500	-	0.688	0.000	0.333	0.875	0.625	-	0.846	0.000	0.250	0.500	0.625	-	0.500	0.000	0.750	0.500	0.313	-	0.775	0.789
Lights	0	2	49	2	-	53	0	4	35	5	-	44	0	1	6	5	-	12	0	18	8	5	-	31	140
% Lights	-	100.0	96.1	100.0	-	96.4	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	2.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	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
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	2.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	2	16	1	0	19	0	1	9	0	0	10	0	0	2	2	2	1	4	0	2	0	0	0	2	35
5:15 PM	0	3	9	2	1	14	0	2	5	0	0	7	0	0	0	0	0	1	0	0	1	1	2	1	4	25
5:30 PM	0	3	17	1	1	21	0	0	8	1	0	9	0	2	1	1	1	2	4	0	0	1	4	0	5	39
5:45 PM	0	0	15	0	0	15	0	0	3	2	0	5	0	2	3	1	0	0	6	0	6	3	1	0	10	36
Total	0	8	57	4	2	69	0	3	25	3	0	31	0	4	6	4	4	4	14	0	9	5	7	1	21	135
Approach %	0.0	11.6	82.6	5.8	-	-	0.0	9.7	80.6	9.7	-	-	0.0	28.6	42.9	28.6	-	-	-	0.0	42.9	23.8	33.3	-	-	-
Total %	0.0	5.9	42.2	3.0	-	51.1	0.0	2.2	18.5	2.2	-	23.0	0.0	3.0	4.4	3.0	-	10.4	0.0	6.7	3.7	5.2	-	15.6	-	
PHF	0.000	0.667	0.838	0.500	-	0.821	0.000	0.375	0.694	0.375	-	0.775	0.000	0.500	0.500	0.500	-	0.583	0.000	0.375	0.417	0.438	-	0.525	0.865	
Lights	0	8	57	4	-	69	0	3	25	3	-	31	0	4	5	4	-	13	0	9	5	7	-	21	134	
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	83.3	100.0	-	92.9	-	100.0	100.0	100.0	-	100.0	99.3	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	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	1	0	-	1	0	0	0	0	-	0	1	
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	16.7	0.0	-	7.1	-	0.0	0.0	0.0	-	0.0	0.7	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Bonnie Brae
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne St Eastbound						Le Moyne St Westbound						Bonnie Brae Northbound						Bonnie Brae Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:15 PM	0	0	7	0	0	7	0	0	2	2	0	4	1	0	2	2	2	2	5	0	1	1	1	1	3	19
5:30 PM	0	1	10	0	0	11	0	0	5	0	2	5	1	0	1	0	2	2	2	0	1	0	1	0	2	20
5:45 PM	0	1	12	2	0	15	0	0	10	0	0	10	0	2	0	0	4	2	2	0	3	0	1	0	4	31
6:00 PM	0	0	18	1	0	19	0	0	13	2	0	15	0	0	1	0	2	1	1	0	1	0	1	5	2	37
Total	0	2	47	3	0	52	0	0	30	4	2	34	2	2	4	2	10	10	10	0	6	1	4	6	11	107
	0.0	3.8	90.4	5.8	-	-	0.0	0.0	88.2	11.8	-	-	20.0	20.0	40.0	20.0	-	-	-	0.0	54.5	9.1	36.4	-	-	-
Total %	0.0	1.9	43.9	2.8	-	48.6	0.0	0.0	28.0	3.7	-	31.8	1.9	1.9	3.7	1.9	-	9.3	0.0	5.6	0.9	3.7	-	-	10.3	-
PHF	0.000	0.500	0.653	0.375	-	0.684	0.000	0.000	0.577	0.500	-	0.567	0.500	0.250	0.500	0.250	-	0.500	0.000	0.500	0.250	1.000	-	-	0.688	0.723
Lights	0	2	46	3	-	51	0	0	28	3	-	31	2	2	4	2	-	10	10	0	6	1	4	-	11	103
% Lights	-	100.0	97.9	100.0	-	98.1	-	-	93.3	75.0	-	91.2	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	-	100.0	96.3
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	25.0	-	2.9	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.9
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
% 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
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	2.1	0.0	-	1.9	-	-	6.7	0.0	-	5.9	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	2.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	10	-	-	-	-	6	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Clinton PI
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton PI Northbound						Clinton PI Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	1	3	0	0	4	0	0	8	0	0	8	0	0	0	0	0	1	0	0	2	3	0	1	5	17
7:15 AM	0	0	8	0	0	8	0	0	3	0	0	3	0	0	1	0	1	1	0	0	2	2	1	1	5	17
7:30 AM	0	1	3	0	0	4	0	0	8	0	3	8	0	0	0	1	1	1	0	0	9	4	1	1	14	27
7:45 AM	0	2	8	0	0	10	0	2	6	1	0	9	0	0	1	0	2	2	0	0	8	8	7	5	23	43
Hourly Total	0	4	22	0	0	26	0	2	25	1	3	28	0	0	2	1	5	3	0	21	17	9	8	47	104	
8:00 AM	0	1	12	0	0	13	0	2	10	0	2	12	0	0	0	1	2	1	0	0	7	6	4	0	17	43
8:15 AM	0	1	6	0	0	7	0	1	10	2	1	13	0	0	2	1	0	3	0	0	3	0	2	0	5	28
8:30 AM	0	0	2	0	1	2	0	0	10	3	0	13	0	0	1	0	0	1	0	0	4	1	1	3	6	22
8:45 AM	0	2	3	0	0	5	0	0	5	1	0	6	0	0	2	0	3	2	0	0	3	3	1	0	7	20
Hourly Total	0	4	23	0	1	27	0	3	35	6	3	44	0	0	5	2	5	7	0	17	10	8	3	35	113	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	8	0	0	11	0	0	7	2	0	9	0	0	1	1	0	2	0	0	0	2	2	0	4	26
4:15 PM	0	1	6	2	0	9	0	0	6	3	0	9	0	0	3	1	0	4	0	0	5	1	3	0	9	31
4:30 PM	0	2	11	0	0	13	0	0	5	1	0	6	0	1	1	2	1	4	0	1	2	3	3	0	9	32
4:45 PM	0	0	6	0	0	6	0	0	12	0	0	12	0	0	1	0	0	1	0	0	3	3	2	0	8	27
Hourly Total	0	6	31	2	0	39	0	0	30	6	0	36	0	1	6	4	1	11	0	1	10	9	10	0	30	116
5:00 PM	0	0	11	0	0	11	0	0	7	0	0	7	0	0	2	0	0	2	0	0	4	9	2	0	15	35
5:15 PM	0	0	14	0	0	14	0	0	7	0	3	7	0	0	4	0	3	4	0	0	1	2	4	5	7	32
5:30 PM	0	2	17	0	0	19	0	1	10	0	0	11	0	0	3	1	1	4	0	0	4	1	3	0	8	42
5:45 PM	0	0	10	0	0	10	0	0	8	2	0	10	0	0	1	1	0	2	0	0	6	1	2	0	9	31
Hourly Total	0	2	52	0	0	54	0	1	32	2	3	35	0	0	10	2	4	12	0	15	13	11	5	39	140	
6:00 PM	0	2	15	1	0	18	0	0	11	2	0	13	0	1	2	1	0	4	0	0	4	4	5	0	13	48
6:15 PM	0	1	13	1	0	15	0	1	10	0	0	11	0	0	0	0	0	0	0	0	2	4	3	1	9	35
6:30 PM	0	1	9	0	0	10	0	0	6	2	0	8	0	1	1	0	0	2	0	0	5	4	1	0	10	30
6:45 PM	0	1	9	0	0	10	0	1	4	0	0	5	0	0	1	1	0	2	0	0	3	2	1	0	6	23
Hourly Total	0	5	46	2	0	53	0	2	31	4	0	37	0	2	4	2	0	8	0	14	14	10	1	38	136	
7:00 PM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	1	0	0	1	0	0	3	0	3	0	6	18
7:15 PM	0	1	12	0	0	13	0	1	7	0	0	8	0	0	1	0	0	1	0	0	4	1	1	0	6	28
7:30 PM	0	0	7	0	0	7	0	0	6	0	0	6	0	0	0	0	0	0	0	0	1	2	2	0	5	18
7:45 PM	0	0	10	1	0	11	0	0	4	1	0	5	0	1	0	0	0	1	0	0	1	0	1	0	2	19
Hourly Total	0	1	36	1	0	38	0	1	21	1	0	23	0	1	2	0	0	3	0	9	3	7	0	19	83	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	1	17	0	0	18	0	0	8	0	1	8	0	0	2	0	0	2	0	0	3	3	3	1	9	37
5:15 PM	0	2	5	0	0	7	0	0	4	0	0	4	0	0	0	0	2	0	0	0	0	3	0	1	3	14
5:30 PM	0	1	9	3	1	13	0	0	4	1	0	5	0	0	1	0	4	1	0	0	1	0	4	1	5	24

5:45 PM	0	0	14	0	0	14	0	0	0	12	1	0	13	0	0	0	0	2	0	0	5	1	0	0	6	33
Hourly Total	0	4	45	3	1	52	0	0	28	2	1	30	0	0	3	0	6	3	0	9	7	7	3	23	108	
6:00 PM	0	0	12	2	0	14	0	0	11	2	0	13	0	0	0	0	0	0	0	8	1	1	4	10	37	
6:15 PM	0	2	13	0	0	15	0	0	10	0	0	10	0	0	1	0	0	1	0	1	3	1	1	5	31	
6:30 PM	0	0	11	0	0	11	0	0	9	0	0	9	0	0	0	0	0	0	0	1	2	0	1	3	23	
6:45 PM	0	1	10	0	0	11	0	0	3	0	0	3	0	0	0	0	0	0	0	1	3	0	1	4	18	
Hourly Total	0	3	46	2	0	51	0	0	33	2	0	35	0	0	1	0	0	1	0	11	9	2	7	22	109	
7:00 PM	0	0	8	0	0	8	1	0	3	1	0	5	0	0	0	1	0	1	0	1	2	0	0	3	17	
7:15 PM	0	0	11	0	0	11	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	15	
7:30 PM	0	0	5	0	0	5	0	1	3	1	0	5	0	0	3	1	0	4	0	2	2	0	0	4	18	
7:45 PM	0	1	10	0	0	11	0	0	1	3	0	4	0	0	0	2	0	2	0	3	3	1	0	7	24	
Hourly Total	0	1	34	0	0	35	1	1	10	5	0	17	0	0	3	4	0	7	0	7	7	1	0	15	74	
Grand Total	0	30	335	10	2	375	1	10	245	29	10	285	0	4	36	15	21	55	1	113	89	65	27	268	983	
Approach %	0.0	8.0	89.3	2.7	-	-	0.4	3.5	86.0	10.2	-	-	0.0	7.3	65.5	27.3	-	-	0.4	42.2	33.2	24.3	-	-	-	
Total %	0.0	3.1	34.1	1.0	-	38.1	0.1	1.0	24.9	3.0	-	29.0	0.0	0.4	3.7	1.5	-	5.6	0.1	11.5	9.1	6.6	-	27.3	-	
Lights	0	29	325	10	-	364	1	10	243	28	-	282	0	4	35	14	-	53	1	111	86	64	-	262	961	
% Lights	-	96.7	97.0	100.0	-	97.1	100.0	100.0	99.2	96.6	-	98.9	-	100.0	97.2	93.3	-	96.4	100.0	98.2	96.6	98.5	-	97.8	97.8	
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	2	0	1	-	3	5	
% Buses	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	6.7	-	1.8	0.0	1.8	0.0	1.5	-	1.1	0.5	
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	0	-	2	5	
% Single-Unit Trucks	-	3.3	0.3	0.0	-	0.5	0.0	0.0	0.0	3.4	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.2	0.0	-	0.7	0.5	
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	
Bicycles on Road	0	0	7	0	-	7	0	0	2	0	-	2	0	0	1	0	-	1	0	0	1	0	-	1	11	
% Bicycles on Road	-	0.0	2.1	0.0	-	1.9	0.0	0.0	0.8	0.0	-	0.7	-	0.0	2.8	0.0	-	1.8	0.0	0.0	1.1	0.0	-	0.4	1.1	
Pedestrians	-	-	-	-	2	-	-	-	-	-	-	10	-	-	-	-	21	-	-	-	-	-	27	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Clinton PI
Site Code: 22-050
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton Pl Northbound						Clinton Pl Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	3	0	0	4	0	0	8	0	3	8	0	0	0	1	1	1	0	9	4	1	1	14	27
7:45 AM	0	2	8	0	0	10	0	2	6	1	0	9	0	0	1	0	2	1	0	8	8	7	5	23	43
8:00 AM	0	1	12	0	0	13	0	2	10	0	2	12	0	0	0	1	2	1	0	7	6	4	0	17	43
8:15 AM	0	1	6	0	0	7	0	1	10	2	1	13	0	0	2	1	0	3	0	3	0	2	0	5	28
Total	0	5	29	0	0	34	0	5	34	3	6	42	0	0	3	3	5	6	0	27	18	14	6	59	141
Approach %	0.0	14.7	85.3	0.0	-	-	0.0	11.9	81.0	7.1	-	-	0.0	0.0	50.0	50.0	-	-	0.0	45.8	30.5	23.7	-	-	-
Total %	0.0	3.5	20.6	0.0	-	24.1	0.0	3.5	24.1	2.1	-	29.8	0.0	0.0	2.1	2.1	-	4.3	0.0	19.1	12.8	9.9	-	41.8	-
PHF	0.000	0.625	0.604	0.000	-	0.654	0.000	0.625	0.850	0.375	-	0.808	0.000	0.000	0.375	0.750	-	0.500	0.000	0.750	0.563	0.500	-	0.641	0.820
Lights	0	4	27	0	-	31	0	5	34	3	-	42	0	0	3	2	-	5	0	26	16	14	-	56	134
% Lights	-	80.0	93.1	-	-	91.2	-	100.0	100.0	100.0	-	100.0	-	-	100.0	66.7	-	83.3	-	96.3	88.9	100.0	-	94.9	95.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	1	0	0	-	1	2
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	33.3	-	16.7	-	3.7	0.0	0.0	-	1.7	1.4
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Single-Unit Trucks	-	20.0	0.0	-	-	2.9	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	5.6	0.0	-	1.7	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	6.9	-	-	5.9	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	5.6	0.0	-	1.7	2.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	-	5	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Clinton PI
Site Code: 22-050
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Clinton PI Northbound						Clinton PI Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	0	11	0	0	11	0	0	7	0	0	7	0	0	2	0	0	0	2	0	4	9	2	0	15	35
5:15 PM	0	0	14	0	0	14	0	0	7	0	3	7	0	0	4	0	0	3	4	0	1	2	4	5	7	32
5:30 PM	0	2	17	0	0	19	0	1	10	0	0	11	0	0	3	1	1	1	4	0	4	1	3	0	8	42
5:45 PM	0	0	10	0	0	10	0	0	8	2	0	10	0	0	1	1	0	2	0	0	6	1	2	0	9	31
Total	0	2	52	0	0	54	0	1	32	2	3	35	0	0	10	2	4	12	0	15	13	11	5	39	140	
Approach %	0.0	3.7	96.3	0.0	-	-	0.0	2.9	91.4	5.7	-	-	0.0	0.0	83.3	16.7	-	-	-	0.0	38.5	33.3	28.2	-	-	-
Total %	0.0	1.4	37.1	0.0	-	38.6	0.0	0.7	22.9	1.4	-	25.0	0.0	0.0	7.1	1.4	-	8.6	0.0	10.7	9.3	7.9	-	27.9	-	-
PHF	0.000	0.250	0.765	0.000	-	0.711	0.000	0.250	0.800	0.250	-	0.795	0.000	0.000	0.625	0.500	-	0.750	0.000	0.625	0.361	0.688	-	0.650	0.833	
Lights	0	2	52	0	-	54	0	1	32	2	-	35	0	0	9	2	-	11	0	15	13	11	-	39	139	
% Lights	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	90.0	100.0	-	91.7	-	100.0	100.0	100.0	-	100.0	99.3	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	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	
% 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	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1	
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	10.0	0.0	-	8.3	-	0.0	0.0	0.0	-	0.0	0.7	
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	-	5	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Clinton PI
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne Pkwy Eastbound							Le Moyne Pkwy Westbound							Clinton PI Northbound							Clinton PI Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:15 PM	0	2	5	0	0	7		0	0	4	0	0	4		0	0	0	0	0	2	0	0	0	3	0	1	3	14
5:30 PM	0	1	9	3	1	13		0	0	4	1	0	5		0	0	1	0	2	1		0	1	0	4	1	5	24
5:45 PM	0	0	14	0	0	14		0	0	12	1	0	13		0	0	0	0	2	0		0	5	1	0	0	6	33
6:00 PM	0	0	12	2	0	14		0	0	11	2	0	13		0	0	0	0	0	0		0	8	1	1	4	10	37
Total	0	3	40	5	1	48		0	0	31	4	0	35		0	0	1	0	6	1		0	14	5	5	6	24	108
Approach %	0.0	6.3	83.3	10.4	-	-		0.0	0.0	88.6	11.4	-	-		0.0	0.0	100.0	0.0	-	-		0.0	58.3	20.8	20.8	-	-	-
Total %	0.0	2.8	37.0	4.6	-	44.4		0.0	0.0	28.7	3.7	-	32.4		0.0	0.0	0.9	0.0	-	0.9		0.0	13.0	4.6	4.6	-	22.2	-
PHF	0.000	0.375	0.714	0.417	-	0.857		0.000	0.000	0.646	0.500	-	0.673		0.000	0.000	0.250	0.000	-	0.250		0.000	0.438	0.417	0.313	-	0.600	0.730
Lights	0	3	39	5	-	47		0	0	30	4	-	34		0	0	1	0	-	1		0	14	5	5	-	24	106
% Lights	-	100.0	97.5	100.0	-	97.9		-	-	96.8	100.0	-	97.1		-	-	100.0	-	-	100.0		-	100.0	100.0	100.0	-	100.0	98.1
Buses	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	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
% 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
Articulated Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0		-	-	0.0	0.0	-	0.0		-	-	0.0	-	-	0.0		-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1		0	0	1	0	-	1		0	0	0	0	-	0		0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	2.5	0.0	-	2.1		-	-	3.2	0.0	-	2.9		-	-	0.0	-	-	0.0		-	0.0	0.0	0.0	-	0.0	1.9
Pedestrians	-	-	-	-	1	-		-	-	-	-	0	-		-	-	-	-	6	-		-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Harlem Ave
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	Le Moyne Pkwy Eastbound					Le Moyne Pkwy Westbound					Harlem Ave Northbound					Harlem Ave Southbound					App. Total	Int. Total		
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru			Right	Peds
7:00 AM	0	0	0	11	11	0	2	2	0	0	4	0	2	164	1	1	167	0	2	274	5	0	281	463
7:15 AM	0	1	2	18	21	0	2	0	4	0	6	0	1	218	3	0	222	0	4	261	1	2	266	515
7:30 AM	0	1	0	20	21	0	2	4	5	3	11	0	0	205	6	1	211	0	2	274	2	0	278	521
7:45 AM	0	0	1	20	21	0	5	4	5	1	14	0	1	192	4	0	197	0	5	282	2	0	289	521
Hourly Total	0	2	3	69	74	0	11	10	14	4	35	0	4	779	14	2	797	0	13	1091	10	2	1114	2020
8:00 AM	0	1	2	16	19	0	4	3	4	3	11	0	1	216	2	0	219	0	2	254	4	0	260	509
8:15 AM	0	1	0	12	13	0	2	0	7	3	9	0	1	208	3	0	212	0	1	252	3	0	256	490
8:30 AM	0	2	1	6	9	0	3	2	8	1	13	0	3	192	3	1	198	0	7	253	5	0	265	485
8:45 AM	0	1	2	8	11	0	5	1	8	1	14	0	0	220	3	0	223	0	3	235	2	0	240	488
Hourly Total	0	5	5	42	52	0	14	6	27	8	47	0	5	836	11	1	852	0	13	994	14	0	1021	1972
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	4	7	11	0	1	3	12	1	16	0	5	279	8	0	292	0	5	186	6	0	197	516
4:15 PM	0	1	3	15	19	0	2	2	12	1	16	0	1	288	8	0	297	2	6	235	7	0	250	582
4:30 PM	0	3	1	8	12	0	7	1	8	0	16	0	1	247	2	0	250	0	1	235	3	0	239	517
4:45 PM	0	0	2	9	11	0	5	7	14	0	26	0	1	277	8	0	286	0	8	219	10	0	237	560
Hourly Total	0	4	10	39	53	0	15	13	46	2	74	0	8	1091	26	0	1125	2	20	875	26	0	923	2175
5:00 PM	0	1	0	10	11	0	5	1	14	0	20	0	2	267	5	0	274	0	3	262	3	0	268	573
5:15 PM	0	2	3	11	16	0	3	2	9	1	14	0	3	292	2	0	297	0	8	262	2	0	272	599
5:30 PM	0	1	4	12	17	0	5	2	12	0	19	0	0	247	8	0	255	0	3	205	5	0	213	504
5:45 PM	0	1	4	16	21	0	0	2	7	0	9	0	2	270	6	0	278	0	7	240	3	0	250	558
Hourly Total	0	5	11	49	65	0	13	7	42	1	62	0	7	1076	21	0	1104	0	21	969	13	0	1003	2234
6:00 PM	0	0	6	13	19	0	6	4	7	0	17	0	5	227	0	0	232	0	8	221	8	1	237	505
6:15 PM	0	1	3	13	17	0	2	2	9	1	13	0	6	233	6	0	245	0	3	221	4	1	228	503
6:30 PM	0	0	1	13	14	0	3	1	12	2	16	0	5	232	5	0	242	0	4	217	6	0	227	499
6:45 PM	0	2	2	10	14	0	3	0	6	0	9	0	7	234	2	0	243	0	4	202	3	0	209	475
Hourly Total	0	3	12	49	64	0	14	7	34	3	55	0	23	926	13	0	962	0	19	861	21	2	901	1982
7:00 PM	0	2	0	13	15	0	1	0	7	0	8	0	2	243	9	0	254	0	2	206	0	0	208	485
7:15 PM	0	2	2	12	16	0	0	1	5	0	6	0	3	209	3	0	215	0	4	188	2	0	194	431
7:30 PM	0	0	2	7	9	0	2	3	2	0	7	0	1	195	5	2	201	0	2	200	4	0	206	423
7:45 PM	0	0	3	5	8	0	1	0	6	0	7	0	5	210	1	0	216	1	6	155	1	1	163	394
Hourly Total	0	4	7	37	48	0	4	4	20	0	28	0	11	857	18	2	886	1	14	749	7	1	771	1733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	3	1	13	17	0	5	3	8	0	16	0	4	246	4	0	254	0	4	222	4	0	230	517
5:15 PM	0	0	2	7	9	0	2	1	6	2	9	0	0	279	2	0	281	0	3	216	7	5	226	525
5:30 PM	0	3	2	9	14	0	0	1	7	0	8	0	4	254	3	0	261	0	3	199	4	0	206	489

5:45 PM	0	2	1	11	14	0	3	0	4	4	7	0	2	264	4	3	270	0	4	213	5	0	222	513	
Hourly Total	0	8	6	40	54	0	10	5	25	6	40	0	10	1043	13	3	1066	0	14	850	20	5	884	2044	
6:00 PM	0	0	6	15	21	0	3	3	4	2	10	0	7	252	1	0	260	1	3	216	7	2	227	518	
6:15 PM	0	3	5	8	16	0	0	1	6	2	7	0	7	222	2	0	231	0	3	216	3	0	222	476	
6:30 PM	0	2	3	8	13	0	0	0	1	3	1	4	0	6	230	4	0	240	1	2	221	4	1	228	485
6:45 PM	0	1	1	8	10	0	1	0	4	0	5	0	2	223	2	0	227	0	6	195	2	0	203	445	
Hourly Total	0	6	15	39	60	0	4	5	17	5	26	0	22	927	9	0	958	2	14	848	16	3	880	1924	
7:00 PM	0	3	2	7	12	0	1	0	4	0	5	0	4	242	2	0	248	0	3	183	0	0	186	451	
7:15 PM	0	2	3	7	12	0	0	1	4	0	5	0	0	192	4	0	196	0	3	207	4	1	214	427	
7:30 PM	0	0	1	6	7	0	1	0	4	0	5	0	2	222	4	2	228	0	1	203	4	0	208	448	
7:45 PM	0	1	3	10	14	0	0	0	0	0	0	0	4	186	1	0	191	0	4	183	2	0	189	394	
Hourly Total	0	6	9	30	45	0	2	1	12	0	15	0	10	842	11	2	863	0	11	776	10	1	797	1720	
Grand Total	0	43	78	394	515	0	87	58	237	29	382	0	100	8377	136	10	8613	5	139	8013	137	14	8294	17804	
Approach %	0.0	8.3	15.1	76.5	-	0.0	22.8	15.2	62.0	-	-	0.0	1.2	97.3	1.6	-	-	0.1	1.7	96.6	1.7	-	-	-	
Total %	0.0	0.2	0.4	2.2	2.9	0.0	0.5	0.3	1.3	-	2.1	0.0	0.6	47.1	0.8	-	48.4	0.0	0.8	45.0	0.8	-	46.6	-	
Lights	0	41	76	388	505	0	86	55	234	-	375	0	99	8171	132	-	8402	5	139	7810	136	-	8090	17372	
% Lights	-	95.3	97.4	98.5	98.1	-	98.9	94.8	98.7	-	98.2	-	99.0	97.5	97.1	-	97.6	100.0	100.0	97.5	99.3	-	97.5	97.6	
Buses	0	0	0	4	4	0	0	1	1	1	2	0	0	89	0	-	89	0	0	86	1	-	87	182	
% Buses	-	0.0	0.0	1.0	0.8	-	0.0	1.7	0.4	-	0.5	-	0.0	1.1	0.0	-	1.0	0.0	0.0	1.1	0.7	-	1.0	1.0	
Single-Unit Trucks	0	0	0	1	1	0	1	0	2	-	3	0	1	68	2	-	71	0	0	70	0	-	70	145	
% Single-Unit Trucks	-	0.0	0.0	0.3	0.2	-	1.1	0.0	0.8	-	0.8	-	1.0	0.8	1.5	-	0.8	0.0	0.0	0.9	0.0	-	0.8	0.8	
Articulated Trucks	0	1	0	0	1	0	0	0	0	-	0	0	0	49	0	-	49	0	0	46	0	-	46	96	
% Articulated Trucks	-	2.3	0.0	0.0	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	0.0	0.0	0.6	0.0	-	0.6	0.5	
Bicycles on Road	0	1	2	1	4	0	0	2	0	-	2	0	0	0	2	-	2	0	0	1	0	-	1	9	
% Bicycles on Road	-	2.3	2.6	0.3	0.8	-	0.0	3.4	0.0	-	0.5	-	0.0	0.0	1.5	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	-	-	-	-	-	-	29	-	-	-	-	10	-	-	-	-	-	14	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Le Moyne Pkwy with Harlem Ave
Site Code: 22-050
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Harlem Ave Northbound						Harlem Ave Southbound							
	U-Turn	Left	Thru	Right	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:15 AM	0	1	2	18	21		0	2	0	4	0	6	0	1	218	3	0	222	0	4	261	1	2	266	515	
7:30 AM	0	1	0	20	21		0	2	4	5	3	11	0	0	205	6	1	211	0	2	274	2	0	278	521	
7:45 AM	0	0	1	20	21		0	5	4	5	1	14	0	1	192	4	0	197	0	5	282	2	0	289	521	
8:00 AM	0	1	2	16	19		0	4	3	4	3	11	0	1	216	2	0	219	0	2	254	4	0	260	509	
Total	0	3	5	74	82		0	13	11	18	7	42	0	3	831	15	1	849	0	13	1071	9	2	1093	2066	
Approach %	0.0	3.7	6.1	90.2	-		0.0	31.0	26.2	42.9	-	-	0.0	0.4	97.9	1.8	-	-	0.0	1.2	98.0	0.8	-	-	-	
Total %	0.0	0.1	0.2	3.6	4.0		0.0	0.6	0.5	0.9	-	2.0	0.0	0.1	40.2	0.7	-	41.1	0.0	0.6	51.8	0.4	-	52.9	-	
PHF	0.000	0.750	0.625	0.925	0.976		0.000	0.650	0.688	0.900	-	0.750	0.000	0.750	0.953	0.625	-	0.956	0.000	0.650	0.949	0.563	-	0.946	0.991	
Lights	0	3	4	70	77		0	13	11	17	-	41	0	3	795	14	-	812	0	13	1023	9	-	1045	1975	
% Lights	-	100.0	80.0	94.6	93.9		-	100.0	100.0	94.4	-	97.6	-	100.0	95.7	93.3	-	95.6	-	100.0	95.5	100.0	-	-	95.6	95.6
Buses	0	0	0	4	4		0	0	0	0	0	0	0	0	14	0	-	14	0	0	13	0	-	13	31	
% Buses	-	0.0	0.0	5.4	4.9		-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	1.6	-	0.0	1.2	0.0	-	1.2	1.5	
Single-Unit Trucks	0	0	0	0	0		0	0	0	1	-	1	0	0	10	1	-	11	0	0	27	0	-	27	39	
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	5.6	-	2.4	-	0.0	1.2	6.7	-	1.3	-	0.0	2.5	0.0	-	2.5	1.9	
Articulated Trucks	0	0	0	0	0		0	0	0	0	-	0	0	0	12	0	-	12	0	0	8	0	-	8	20	
% Articulated Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	0.0	-	1.4	-	0.0	0.7	0.0	-	0.7	1.0	
Bicycles on Road	0	0	1	0	1		0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Bicycles on Road	-	0.0	20.0	0.0	1.2		-	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	
Pedestrians	-	-	-	-	-		-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-		-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: ZZ-030
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Harlem Ave Northbound						Harlem Ave Southbound						App. Total	Int. Total	
	U-Turn	Left	Thru	Right	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right			Peds
4:30 PM	0	3	1	8	12		0	7	1	8	0	16		0	1	247	2	0	250		0	1	235	3	0	239	517
4:45 PM	0	0	2	9	11		0	5	7	14	0	26		0	1	277	8	0	286		0	8	219	10	0	237	560
5:00 PM	0	1	0	10	11		0	5	1	14	0	20		0	2	267	5	0	274		0	3	262	3	0	268	573
5:15 PM	0	2	3	11	16		0	3	2	9	1	14		0	3	292	2	0	297		0	8	262	2	0	272	599
Total	0	6	6	38	50		0	20	11	45	1	76		0	7	1083	17	0	1107		0	20	978	18	0	1016	2249
Approach %	0.0	12.0	12.0	76.0	-		0.0	26.3	14.5	59.2	-	-		0.0	0.6	97.8	1.5	-	-		0.0	2.0	96.3	1.8	-	-	-
Total %	0.0	0.3	0.3	1.7	2.2		0.0	0.9	0.5	2.0	-	3.4		0.0	0.3	48.2	0.8	-	49.2		0.0	0.9	43.5	0.8	-	45.2	-
PHF	0.000	0.500	0.500	0.864	0.781		0.000	0.714	0.393	0.804	-	0.731		0.000	0.583	0.927	0.531	-	0.932		0.000	0.625	0.933	0.450	-	0.934	0.939
Lights	0	5	6	38	49		0	20	11	45	-	76		0	7	1054	16	-	1077		0	20	954	18	-	992	2194
% Lights	-	83.3	100.0	100.0	98.0		-	100.0	100.0	100.0	-	100.0		-	100.0	97.3	94.1	-	97.3		-	100.0	97.5	100.0	-	97.6	97.6
Buses	0	0	0	0	0		0	0	0	0	-	0		0	0	13	0	-	13		0	0	10	0	-	10	23
% Buses	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	1.2	0.0	-	1.2		-	0.0	1.0	0.0	-	1.0	1.0
Single-Unit Trucks	0	0	0	0	0		0	0	0	0	-	0		0	0	12	1	-	13		0	0	7	0	-	7	20
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	1.1	5.9	-	1.2		-	0.0	0.7	0.0	-	0.7	0.9
Articulated Trucks	0	1	0	0	1		0	0	0	0	-	0		0	0	4	0	-	4		0	0	7	0	-	7	12
% Articulated Trucks	-	16.7	0.0	0.0	2.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.4	0.0	-	0.4		-	0.0	0.7	0.0	-	0.7	0.5
Bicycles on Road	0	0	0	0	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	-		-	-	-	-	1	-		-	-	-	-	0	-		-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	100.0	-		-	-	-	-	-	-		-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Le Moyne Pkwy with Harlem Ave
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Le Moyne Pkwy Eastbound						Le Moyne Pkwy Westbound						Harlem Ave Northbound						Harlem Ave Southbound						Int. Total		
	U-Turn	Left	Thru	Right	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right		Peds	App. Total
5:15 PM	0	0	2	7	9		0	2	1	6	2	9		0	0	279	2	0	281		0	3	216	7	5	226	525
5:30 PM	0	3	2	9	14		0	0	1	7	0	8		0	4	254	3	0	261		0	3	199	4	0	206	489
5:45 PM	0	2	1	11	14		0	3	0	4	4	7		0	2	264	4	3	270		0	4	213	5	0	222	513
6:00 PM	0	0	6	15	21		0	3	3	4	2	10		0	7	252	1	0	260		1	3	216	7	2	227	518
Total	0	5	11	42	58		0	8	5	21	8	34		0	13	1049	10	3	1072		1	13	844	23	7	881	2045
Approach %	0.0	8.6	19.0	72.4	-		0.0	23.5	14.7	61.8	-	-		0.0	1.2	97.9	0.9	-	-		0.1	1.5	95.8	2.6	-	-	-
Total %	0.0	0.2	0.5	2.1	2.8		0.0	0.4	0.2	1.0	-	1.7		0.0	0.6	51.3	0.5	-	52.4		0.0	0.6	41.3	1.1	-	43.1	-
PHF	0.000	0.417	0.458	0.700	0.690		0.000	0.667	0.417	0.750	-	0.850		0.000	0.464	0.940	0.625	-	0.954		0.250	0.813	0.977	0.821	-	0.970	0.974
Lights	0	5	11	41	57		0	8	3	21	-	32		0	12	1033	10	-	1055		1	13	834	23	-	871	2015
% Lights	-	100.0	100.0	97.6	98.3		-	100.0	60.0	100.0	-	94.1		-	92.3	98.5	100.0	-	98.4		100.0	100.0	98.8	100.0	-	98.9	98.5
Buses	0	0	0	0	0		0	0	0	0	-	0		0	0	12	0	-	12		0	0	7	0	-	7	19
% Buses	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	1.1	0.0	-	1.1		0.0	0.0	0.8	0.0	-	0.8	0.9
Single-Unit Trucks	0	0	0	0	0		0	0	0	0	-	0		0	1	2	0	-	3		0	0	2	0	-	2	5
% Single-Unit Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	7.7	0.2	0.0	-	0.3		0.0	0.0	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	0	0		0	0	0	0	-	0		0	0	2	0	-	2		0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.2	0.0	-	0.2		0.0	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	1	1		0	0	2	0	-	2		0	0	0	0	-	0		0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	2.4	1.7		-	0.0	40.0	0.0	-	5.9		-	0.0	0.0	0.0	-	0.0		0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	-		-	-	-	-	8	-		-	-	-	-	3	-		-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Clinton Pl
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound					North Ave Westbound					Clinton Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	371	2	0	373	4	3	333	0	340	0	0	2	0	715
7:15 AM	0	426	3	0	429	0	4	350	0	354	0	0	0	0	783
7:30 AM	0	374	7	0	381	1	6	415	0	422	0	0	0	0	803
7:45 AM	0	381	2	0	383	2	17	461	0	480	1	0	1	3	865
Hourly Total	0	1552	14	0	1566	7	30	1559	0	1596	1	0	3	3	3166
8:00 AM	0	391	6	1	397	0	8	353	0	361	0	1	2	0	761
8:15 AM	0	307	3	2	310	0	0	377	0	377	0	1	2	1	690
8:30 AM	0	308	8	0	316	5	4	301	0	310	0	1	2	0	629
8:45 AM	0	295	6	0	301	3	5	307	0	315	0	0	3	0	619
Hourly Total	0	1301	23	3	1324	8	17	1338	0	1363	0	3	9	1	2699
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	379	5	0	384	1	2	372	1	375	0	0	4	3	763
4:15 PM	0	337	5	0	342	1	4	366	0	371	0	1	2	0	716
4:30 PM	0	331	5	0	336	1	5	351	0	357	0	0	1	0	694
4:45 PM	0	402	7	0	409	2	2	372	0	376	0	1	2	1	788
Hourly Total	0	1449	22	0	1471	5	13	1461	1	1479	0	2	9	4	2961
5:00 PM	0	340	8	0	348	0	6	339	0	345	0	0	4	1	697
5:15 PM	0	334	3	0	337	2	0	383	0	385	0	0	2	0	724
5:30 PM	0	347	2	0	349	0	2	371	0	373	0	0	3	0	725
5:45 PM	0	340	1	0	341	1	5	316	0	322	0	2	2	1	667
Hourly Total	0	1361	14	0	1375	3	13	1409	0	1425	0	2	11	2	2813
6:00 PM	0	371	6	0	377	1	2	341	0	344	0	3	4	0	728
6:15 PM	0	372	6	0	378	0	2	313	0	315	0	0	1	1	694
6:30 PM	0	368	1	0	369	0	6	321	0	327	0	0	3	0	699
6:45 PM	0	337	4	0	341	1	4	296	1	301	0	0	2	0	644
Hourly Total	0	1448	17	0	1465	2	14	1271	1	1287	0	3	10	1	2765
7:00 PM	0	331	3	0	334	3	2	250	1	255	0	2	0	0	591
7:15 PM	1	302	3	0	306	1	2	238	1	241	0	0	1	1	548
7:30 PM	0	253	3	0	256	0	3	240	0	243	0	0	1	0	500
7:45 PM	0	251	1	0	252	0	1	225	0	226	0	1	0	2	479
Hourly Total	1	1137	10	0	1148	4	8	953	2	965	0	3	2	3	2118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	340	3	0	343	0	7	347	0	354	0	0	5	0	702
5:15 PM	0	331	2	0	333	0	2	405	4	407	0	1	2	1	743
5:30 PM	0	325	2	3	327	0	4	354	0	358	0	1	2	5	688
5:45 PM	0	312	3	0	315	0	1	386	0	387	0	2	2	0	706

Hourly Total	0	1308	10	3	1318	0	14	1492	4	1506	0	4	11	6	15	2839
6:00 PM	0	307	8	0	315	0	1	322	0	323	0	1	1	1	2	640
6:15 PM	0	328	3	0	331	1	2	362	0	365	0	1	362	2	3	699
6:30 PM	0	319	3	1	322	0	1	308	0	309	0	2	308	1	2	634
6:45 PM	0	328	0	0	328	0	3	300	0	303	0	1	2	2	3	634
Hourly Total	0	1282	14	1	1296	1	7	1292	0	1300	0	5	6	8	11	2607
7:00 PM	0	320	0	0	320	2	3	298	0	303	0	0	303	1	0	624
7:15 PM	0	314	1	0	315	1	0	258	0	259	0	1	0	0	1	575
7:30 PM	0	257	1	0	258	0	4	282	0	286	0	1	0	0	1	545
7:45 PM	0	255	0	1	255	0	5	238	0	243	0	2	0	0	2	500
Hourly Total	0	1146	2	1	1148	3	12	1076	0	1091	0	4	1	0	5	2244
Grand Total	1	11984	126	8	12111	33	128	11851	8	12012	1	26	62	28	89	24212
Approach %	0.0	99.0	1.0	-	-	0.3	1.1	98.7	-	-	1.1	29.2	69.7	-	-	-
Total %	0.0	49.5	0.5	-	50.0	0.1	0.5	48.9	-	49.6	0.0	0.1	0.3	-	0.4	-
Lights	1	11706	123	-	11830	32	127	11606	-	11765	1	26	62	-	89	23684
% Lights	100.0	97.7	97.6	-	97.7	97.0	99.2	97.9	-	97.9	100.0	100.0	100.0	-	100.0	97.8
Buses	0	36	2	-	38	0	1	43	-	44	0	0	0	-	0	82
% Buses	0.0	0.3	1.6	-	0.3	0.0	0.8	0.4	-	0.4	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	180	1	-	181	1	0	151	-	152	0	0	0	-	0	333
% Single-Unit Trucks	0.0	1.5	0.8	-	1.5	3.0	0.0	1.3	-	1.3	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	60	0	-	60	0	0	51	-	51	0	0	0	-	0	111
% Articulated Trucks	0.0	0.5	0.0	-	0.5	0.0	0.0	0.4	-	0.4	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	8	-	-	-	-	8	-	-	-	-	28	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Ave Eastbound						North Ave Westbound						Clinton Pl Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	426	3	0	429		0	4	350	0	354		0	0	0	0	0	783
7:30 AM	0	374	7	0	381		1	6	415	0	422		0	0	0	0	0	803
7:45 AM	0	381	2	0	383		2	17	461	0	480		1	0	1	3	2	865
8:00 AM	0	391	6	1	397		0	8	353	0	361		0	1	2	0	3	761
Total	0	1572	18	1	1590		3	35	1579	0	1617		1	1	3	3	5	3212
Approach %	0.0	98.9	1.1	-	-		0.2	2.2	97.6	-	-		20.0	20.0	60.0	-	-	-
Total %	0.0	48.9	0.6	-	49.5		0.1	1.1	49.2	-	50.3		0.0	0.0	0.1	-	0.2	-
PHF	0.000	0.923	0.643	-	0.927		0.375	0.515	0.856	-	0.842		0.250	0.250	0.375	-	0.417	0.928
Lights	0	1486	17	-	1503		3	34	1538	-	1575		1	1	3	-	5	3083
% Lights	-	94.5	94.4	-	94.5		100.0	97.1	97.4	-	97.4		100.0	100.0	100.0	-	100.0	96.0
Buses	0	4	1	-	5		0	1	4	-	5		0	0	0	-	0	10
% Buses	-	0.3	5.6	-	0.3		0.0	2.9	0.3	-	0.3		0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	62	0	-	62		0	0	23	-	23		0	0	0	-	0	85
% Single-Unit Trucks	-	3.9	0.0	-	3.9		0.0	0.0	1.5	-	1.4		0.0	0.0	0.0	-	0.0	2.6
Articulated Trucks	0	20	0	-	20		0	0	14	-	14		0	0	0	-	0	34
% Articulated Trucks	-	1.3	0.0	-	1.3		0.0	0.0	0.9	-	0.9		0.0	0.0	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-		-	-	-	0	-		-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Ave Eastbound						North Ave Westbound						Clinton Pl Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	337	5	0	342		1	4	366	0	371		0	1	2	0	3	716
4:30 PM	0	331	5	0	336		1	5	351	0	357		0	0	1	0	1	694
4:45 PM	0	402	7	0	409		2	2	372	0	376		0	1	2	1	3	788
5:00 PM	0	340	8	0	348		0	6	339	0	345		0	0	4	1	4	697
Total	0	1410	25	0	1435		4	17	1428	0	1449		0	2	9	2	11	2895
Approach %	0.0	98.3	1.7	-	-		0.3	1.2	98.6	-	-		0.0	18.2	81.8	-	-	-
Total %	0.0	48.7	0.9	-	49.6		0.1	0.6	49.3	-	50.1		0.0	0.1	0.3	-	0.4	-
PHF	0.000	0.877	0.781	-	0.877		0.500	0.708	0.960	-	0.963		0.000	0.500	0.563	-	0.688	0.918
Lights	0	1383	24	-	1407		4	17	1396	-	1417		0	2	9	-	11	2835
% Lights	-	98.1	96.0	-	98.0		100.0	100.0	97.8	-	97.8		-	100.0	100.0	-	100.0	97.9
Buses	0	4	1	-	5		0	0	7	-	7		0	0	0	-	0	12
% Buses	-	0.3	4.0	-	0.3		0.0	0.0	0.5	-	0.5		-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	14	0	-	14		0	0	24	-	24		0	0	0	-	0	38
% Single-Unit Trucks	-	1.0	0.0	-	1.0		0.0	0.0	1.7	-	1.7		-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	9	0	-	9		0	0	1	-	1		0	0	0	-	0	10
% Articulated Trucks	-	0.6	0.0	-	0.6		0.0	0.0	0.1	-	0.1		-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	2	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnmay@kloainc.com

Count Name: North Ave with Clinton Pl
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Clinton Pl Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
5:00 PM	0	340	3	0	343	0	7	347	0	354	0	0	5	0	5
5:15 PM	0	331	2	0	333	0	2	405	4	407	0	1	2	1	3
5:30 PM	0	325	2	3	327	0	4	354	0	358	0	1	2	5	3
5:45 PM	0	312	3	0	315	0	1	386	0	387	0	2	2	0	4
Total	0	1308	10	3	1318	0	14	1492	4	1506	0	4	11	6	15
Approach %	0.0	99.2	0.8	-	-	0.0	0.9	99.1	-	-	0.0	26.7	73.3	-	-
Total %	0.0	46.1	0.4	-	46.4	0.0	0.5	52.6	-	53.0	0.0	0.1	0.4	-	0.5
PHF	0.000	0.962	0.833	-	0.961	0.000	0.500	0.921	-	0.925	0.000	0.500	0.550	-	0.750
Lights	0	1297	10	-	1307	0	14	1482	-	1496	0	4	11	-	15
% Lights	-	99.2	100.0	-	99.2	-	100.0	99.3	-	99.3	-	100.0	100.0	-	100.0
Buses	0	3	0	-	3	0	0	1	-	1	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	6	0	-	6	0	0	9	-	9	0	0	0	-	0
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	3	-	-	-	-	4	-	-	-	-	6	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Jackson Ave
Site Code: 22-050
Start Date: 03/17/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	364	3	0	367	0	4	341	0	345	0	3	1	0	716
7:15 AM	0	426	12	0	438	0	8	364	0	372	0	0	3	0	813
7:30 AM	0	388	19	0	407	0	18	408	1	426	0	0	7	0	840
7:45 AM	0	397	69	0	466	0	18	419	0	437	0	1	8	0	912
Hourly Total	0	1575	103	0	1678	0	48	1532	1	1580	0	4	19	0	3281
8:00 AM	0	346	11	0	357	0	6	433	0	439	0	3	8	0	807
8:15 AM	0	382	11	0	393	1	8	412	0	421	0	3	1	1	818
8:30 AM	0	348	1	0	349	0	7	331	0	338	0	4	8	0	699
8:45 AM	0	327	9	0	336	0	7	327	0	334	0	0	2	0	672
Hourly Total	0	1403	32	0	1435	1	28	1503	0	1532	0	10	19	1	2996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	359	15	0	374	0	6	344	0	350	0	2	7	0	733
4:15 PM	0	419	25	0	444	0	7	397	0	404	0	0	7	0	855
4:30 PM	0	350	15	0	365	0	9	371	0	380	0	0	11	0	756
4:45 PM	0	394	11	0	405	0	11	371	1	382	0	0	13	0	800
Hourly Total	0	1522	66	0	1588	0	33	1483	1	1516	0	2	38	0	3144
5:00 PM	0	412	13	0	425	0	13	306	0	319	0	1	7	0	752
5:15 PM	0	351	17	0	368	0	7	328	0	335	0	0	6	0	709
5:30 PM	0	334	11	0	345	0	5	362	0	367	0	1	8	0	721
5:45 PM	0	363	6	0	369	2	10	294	0	306	0	0	7	0	682
Hourly Total	0	1460	47	0	1507	2	35	1290	0	1327	0	2	28	0	2864
6:00 PM	0	346	11	0	357	0	13	312	0	325	0	1	6	0	689
6:15 PM	0	348	8	0	356	0	10	316	0	326	0	1	5	0	688
6:30 PM	0	324	7	0	331	2	12	316	0	330	0	2	7	0	670
6:45 PM	0	278	14	0	292	0	11	280	0	291	0	2	5	0	590
Hourly Total	0	1296	40	0	1336	2	46	1224	0	1272	0	6	23	0	2637
7:00 PM	0	331	2	0	333	2	9	276	0	287	0	3	6	0	629
7:15 PM	0	306	10	0	316	0	6	233	0	239	0	0	10	0	565
7:30 PM	0	259	8	4	267	1	10	261	0	272	0	6	10	0	555
7:45 PM	0	250	0	0	250	0	4	227	0	231	0	2	2	0	485
Hourly Total	0	1146	20	4	1166	3	29	997	0	1029	0	11	28	0	2234
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	350	14	0	364	0	6	345	0	351	0	1	4	0	720
5:15 PM	0	344	29	0	373	0	14	331	0	345	0	2	5	0	725
5:30 PM	0	322	11	0	333	0	7	330	0	337	0	1	7	0	678
5:45 PM	0	342	16	0	358	1	8	300	0	309	0	1	4	0	672

Hourly Total	0	1358	70	0	1428	1	35	1306	0	1342	0	20	0	25	2795
6:00 PM	1	322	13	0	336	1	4	298	0	303	0	7	0	9	648
6:15 PM	0	337	13	0	350	1	2	293	0	296	0	7	1	7	653
6:30 PM	0	304	4	0	308	0	11	298	0	309	0	9	0	11	628
6:45 PM	0	264	9	0	273	2	7	302	0	311	0	2	3	5	589
Hourly Total	1	1227	39	0	1267	4	24	1191	0	1219	0	6	1	32	2518
7:00 PM	0	298	4	0	302	1	9	263	0	273	0	3	0	6	581
7:15 PM	0	256	7	0	263	0	8	239	0	247	0	0	3	3	513
7:30 PM	0	296	7	0	303	0	18	292	0	310	0	0	6	6	619
7:45 PM	0	257	10	4	267	0	4	223	0	227	0	1	3	4	498
Hourly Total	0	1107	28	4	1135	1	39	1017	0	1057	0	4	15	0	2211
Grand Total	1	12094	445	8	12540	14	317	11543	2	11874	0	50	216	2	24680
Approach %	0.0	96.4	3.5	-	-	0.1	2.7	97.2	-	-	0.0	18.8	81.2	-	-
Total %	0.0	49.0	1.8	-	50.8	0.1	1.3	46.8	-	48.1	0.0	0.2	0.9	-	1.1
Lights	1	11832	441	-	12274	13	315	11260	-	11588	0	48	216	-	264
% Lights	100.0	97.8	99.1	-	97.9	92.9	99.4	97.5	-	97.6	-	96.0	100.0	-	99.2
Buses	0	34	0	-	34	0	1	48	-	49	0	0	0	0	83
% Buses	0.0	0.3	0.0	-	0.3	0.0	0.3	0.4	-	0.4	-	0.0	0.0	-	0.3
Single-Unit Trucks	0	169	3	-	172	1	0	173	-	174	0	0	0	0	346
% Single-Unit Trucks	0.0	1.4	0.7	-	1.4	7.1	0.0	1.5	-	1.5	-	0.0	0.0	-	1.4
Articulated Trucks	0	59	1	-	60	0	1	61	-	62	0	1	0	1	123
% Articulated Trucks	0.0	0.5	0.2	-	0.5	0.0	0.3	0.5	-	0.5	-	2.0	0.0	-	0.4
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	1	0	1	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	2.0	0.0	-	0.4
Pedestrians	-	-	-	8	-	-	-	-	2	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Jackson Ave
Site Code: 22-050
Start Date: 03/17/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:30 AM	0	388	19	0	407	0	18	408	1	426	0	0	7	0	840
7:45 AM	0	397	69	0	466	0	18	419	0	437	0	1	8	0	912
8:00 AM	0	346	11	0	357	0	6	433	0	439	0	3	8	0	807
8:15 AM	0	382	11	0	393	1	8	412	0	421	0	3	1	1	818
Total	0	1513	110	0	1623	1	50	1672	1	1723	0	7	24	1	3377
Approach %	0.0	93.2	6.8	-	-	0.1	2.9	97.0	-	-	0.0	22.6	77.4	-	-
Total %	0.0	44.8	3.3	-	48.1	0.0	1.5	49.5	-	51.0	0.0	0.2	0.7	-	-
PHF	0.000	0.953	0.399	-	0.871	0.250	0.694	0.965	-	0.981	0.000	0.583	0.750	-	0.705
Lights	0	1421	110	-	1531	0	49	1615	-	1664	0	7	24	-	31
% Lights	-	93.9	100.0	-	94.3	0.0	98.0	96.6	-	96.6	-	100.0	100.0	-	100.0
Buses	0	5	0	-	5	0	1	9	-	10	0	0	0	-	15
% Buses	-	0.3	0.0	-	0.3	0.0	2.0	0.5	-	0.6	-	0.0	0.0	-	0.4
Single-Unit Trucks	0	73	0	-	73	1	0	39	-	40	0	0	0	-	113
% Single-Unit Trucks	-	4.8	0.0	-	4.5	100.0	0.0	2.3	-	2.3	-	0.0	0.0	-	3.3
Articulated Trucks	0	14	0	-	14	0	0	9	-	9	0	0	0	-	23
% Articulated Trucks	-	0.9	0.0	-	0.9	0.0	0.0	0.5	-	0.5	-	0.0	0.0	-	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Jackson Ave
Site Code: 22-050
Start Date: 03/17/2022
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Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Jackson Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
4:15 PM	0	419	25	0	444	0	7	397	0	404	0	0	7	0	855
4:30 PM	0	350	15	0	365	0	9	371	0	380	0	0	11	0	756
4:45 PM	0	394	11	0	405	0	11	371	1	382	0	0	13	0	800
5:00 PM	0	412	13	0	425	0	13	306	0	319	0	1	7	0	752
Total	0	1575	64	0	1639	0	40	1445	1	1485	0	1	38	0	3163
Approach %	0.0	96.1	3.9	-	-	0.0	2.7	97.3	-	-	0.0	2.6	97.4	-	-
Total %	0.0	49.8	2.0	-	51.8	0.0	1.3	45.7	-	46.9	0.0	0.0	1.2	-	-
PHF	0.000	0.940	0.640	-	0.923	0.000	0.769	0.910	-	0.919	0.000	0.250	0.731	-	0.750
Lights	0	1554	62	-	1616	0	40	1381	-	1421	0	1	38	-	39
% Lights	-	98.7	96.9	-	98.6	-	100.0	95.6	-	95.7	-	100.0	100.0	-	100.0
Buses	0	3	0	-	3	0	0	7	-	7	0	0	0	-	0
% Buses	-	0.2	0.0	-	0.2	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	11	2	-	13	0	0	44	-	44	0	0	0	-	0
% Single-Unit Trucks	-	0.7	3.1	-	0.8	-	0.0	3.0	-	3.0	-	0.0	0.0	-	0.0
Articulated Trucks	0	7	0	-	7	0	0	13	-	13	0	0	0	-	0
% Articulated Trucks	-	0.4	0.0	-	0.4	-	0.0	0.9	-	0.9	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/17/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound						North Ave Westbound						Jackson Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	350	14	0	364		0	6	345	0	351		0	1	4	0	5	720
5:15 PM	0	344	29	0	373		0	14	331	0	345		0	2	5	0	7	725
5:30 PM	0	322	11	0	333		0	7	330	0	337		0	1	7	0	8	678
5:45 PM	0	342	16	0	358		1	8	300	0	309		0	1	4	0	5	672
Total	0	1358	70	0	1428		1	35	1306	0	1342		0	5	20	0	25	2795
Approach %	0.0	95.1	4.9	-	-		0.1	2.6	97.3	-	-		0.0	20.0	80.0	-	-	-
Total %	0.0	48.6	2.5	-	51.1		0.0	1.3	46.7	-	48.0		0.0	0.2	0.7	-	0.9	-
PHF	0.000	0.970	0.603	-	0.957		0.250	0.625	0.946	-	0.956		0.000	0.625	0.714	-	0.781	0.964
Lights	0	1348	70	-	1418		1	35	1293	-	1329		0	5	20	-	25	2772
% Lights	-	99.3	100.0	-	99.3		100.0	100.0	99.0	-	99.0		-	100.0	100.0	-	100.0	99.2
Buses	0	5	0	-	5		0	0	4	-	4		0	0	0	-	0	9
% Buses	-	0.4	0.0	-	0.4		0.0	0.0	0.3	-	0.3		-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	3	0	-	3		0	0	8	-	8		0	0	0	-	0	11
% Single-Unit Trucks	-	0.2	0.0	-	0.2		0.0	0.0	0.6	-	0.6		-	0.0	0.0	-	0.4	0.4
Articulated Trucks	0	2	0	-	2		0	0	1	-	1		0	0	0	-	0	3
% Articulated Trucks	-	0.1	0.0	-	0.1		0.0	0.0	0.1	-	0.1		-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Lathrop Ave
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						Lathrop Ave Northbound				Lathrop Ave Southbound				Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
7:00 AM	0	7	353	4	0	364	0	11	303	3	0	317	16	7	3	26	0	13	19	2	1	34	741
7:15 AM	0	11	405	5	0	421	0	7	355	2	1	364	19	10	5	34	0	13	24	2	1	39	858
7:30 AM	0	5	387	12	1	404	0	16	384	3	2	403	29	16	2	47	0	26	27	10	0	63	917
7:45 AM	0	8	381	12	2	401	1	18	420	7	9	446	49	32	16	97	0	47	43	7	1	97	1041
Hourly Total	0	31	1526	33	3	1590	1	52	1462	15	12	1530	113	65	26	204	0	99	113	21	3	233	3557
8:00 AM	0	12	405	10	2	427	0	18	375	6	1	399	45	27	19	91	0	18	12	6	1	36	953
8:15 AM	0	11	318	18	0	347	0	13	392	3	0	408	27	9	3	39	0	13	12	3	0	28	822
8:30 AM	0	11	309	6	0	326	0	9	330	6	2	345	16	12	11	39	0	9	11	2	0	22	732
8:45 AM	0	12	345	6	0	363	0	10	291	8	0	309	18	13	3	34	0	14	7	9	0	30	736
Hourly Total	0	46	1377	40	2	1463	0	50	1388	23	3	1461	106	61	36	203	0	54	42	20	1	116	3243
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	333	13	2	369	0	13	307	8	0	328	34	26	7	67	0	11	11	2	0	24	788
4:15 PM	0	18	376	14	0	408	0	9	327	9	3	345	25	40	9	74	0	14	17	2	0	33	860
4:30 PM	0	11	326	11	1	348	0	6	372	8	7	386	34	35	5	74	0	12	24	2	1	38	846
4:45 PM	0	25	370	6	2	401	0	18	326	6	0	350	33	43	11	87	0	16	19	3	0	38	876
Hourly Total	0	77	1405	44	5	1526	0	46	1332	31	10	1409	126	144	32	302	0	53	71	9	1	133	3370
5:00 PM	0	26	384	10	1	420	0	10	359	7	1	376	34	38	5	77	0	8	8	3	0	19	892
5:15 PM	0	28	323	13	1	364	0	12	344	12	3	368	42	41	3	86	0	12	14	8	1	34	852
5:30 PM	0	25	377	15	1	417	0	13	337	5	2	355	58	28	6	92	0	10	15	7	2	32	896
5:45 PM	0	38	390	14	0	442	0	17	310	16	0	343	33	34	12	79	0	6	19	2	2	27	891
Hourly Total	0	117	1474	52	3	1643	0	52	1350	40	6	1442	167	141	26	334	0	36	56	20	5	112	3531
6:00 PM	0	17	374	8	0	399	0	16	296	12	1	324	34	35	7	76	0	8	17	5	0	30	829
6:15 PM	0	24	388	13	0	425	0	11	279	8	0	298	27	30	9	66	0	7	11	6	0	24	813
6:30 PM	0	24	403	17	0	444	0	20	278	9	0	307	20	21	8	49	0	10	14	6	0	30	830
6:45 PM	0	18	319	19	0	356	0	14	256	5	0	275	20	22	11	53	0	16	11	5	0	32	716
Hourly Total	0	83	1484	57	0	1624	0	61	1109	34	1	1204	101	108	35	244	0	41	53	22	0	116	3188
7:00 PM	0	21	342	6	0	369	0	12	269	11	0	292	20	13	7	40	0	5	5	4	0	14	715
7:15 PM	0	12	308	6	0	326	0	12	210	4	1	226	16	18	5	39	0	7	7	5	2	19	610
7:30 PM	0	21	271	9	0	301	0	13	232	4	0	249	12	13	2	27	0	5	6	5	0	16	593
7:45 PM	0	14	231	2	0	247	0	18	191	7	0	216	14	17	11	42	0	3	4	4	0	11	516
Hourly Total	0	68	1152	23	0	1243	0	55	902	26	1	983	62	61	25	148	0	20	22	18	2	60	2434
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	19	342	14	0	375	0	14	320	18	1	352	20	31	14	65	0	13	19	6	2	38	830
5:15 PM	0	20	347	14	2	381	0	22	342	10	2	374	24	23	11	58	0	13	9	4	4	26	839
5:30 PM	0	24	316	8	0	348	0	22	333	16	4	371	24	20	10	54	0	5	11	4	2	20	793

5:45 PM	0	18	336	8	2	362	0	15	340	11	1	366	20	19	9	48	0	10	10	4	1	24	800
Hourly Total	0	81	1341	44	4	1466	0	73	1335	55	8	1463	88	93	44	225	0	41	49	18	9	108	3262
6:00 PM	0	26	353	15	0	394	0	25	266	12	4	303	17	30	9	56	0	8	5	6	0	19	772
6:15 PM	0	17	350	12	1	379	1	34	329	10	0	374	14	20	10	44	0	11	11	3	1	25	822
6:30 PM	0	19	335	14	0	368	0	26	285	13	2	324	34	19	6	59	0	3	8	1	2	12	763
6:45 PM	0	16	323	15	0	354	0	27	286	18	3	331	11	15	9	35	0	7	14	6	1	27	747
Hourly Total	0	78	1361	56	1	1495	1	112	1166	53	9	1332	76	84	34	194	0	29	38	16	4	83	3104
7:00 PM	1	21	333	5	0	360	0	13	247	13	0	273	13	10	5	28	0	8	9	2	5	19	680
7:15 PM	0	19	316	2	0	337	0	18	281	9	2	308	14	12	7	33	0	4	8	1	4	13	691
7:30 PM	0	6	272	4	0	282	0	23	274	8	0	305	10	7	3	20	0	5	5	2	0	12	619
7:45 PM	0	19	229	4	0	252	0	15	234	10	1	259	5	11	9	25	0	5	8	2	1	15	551
Hourly Total	1	65	1150	15	0	1231	0	69	1036	40	3	1145	42	40	24	106	0	22	30	7	10	59	2541
Grand Total	1	646	12270	364	18	13281	2	570	11080	317	53	11969	881	797	282	1960	0	395	474	151	35	1020	28230
Approach %	0.0	4.9	92.4	2.7	-	-	0.0	4.8	92.6	2.6	-	-	44.9	40.7	14.4	-	0.0	38.7	46.5	14.8	-	-	-
Total %	0.0	2.3	43.5	1.3	-	47.0	0.0	2.0	39.2	1.1	-	42.4	3.1	2.8	1.0	6.9	0.0	1.4	1.7	0.5	-	3.6	-
Lights	1	642	11972	360	-	12975	2	568	10827	313	-	11710	873	790	282	1945	0	393	471	150	-	1014	27644
% Lights	100.0	99.4	97.6	98.9	-	97.7	100.0	99.6	97.7	98.7	-	97.8	99.1	99.1	100.0	99.2	-	99.5	99.4	99.3	-	99.4	97.9
Buses	0	1	37	1	-	39	0	0	35	1	-	36	2	0	0	2	0	0	1	0	-	1	78
% Buses	0.0	0.2	0.3	0.3	-	0.3	0.0	0.0	0.3	0.3	-	0.3	0.2	0.0	0.0	0.1	-	0.0	0.2	0.0	-	0.1	0.3
Single-Unit Trucks	0	3	199	3	-	205	0	2	155	3	-	160	6	2	0	8	0	2	0	1	-	3	376
% Single-Unit Trucks	0.0	0.5	1.6	0.8	-	1.5	0.0	0.4	1.4	0.9	-	1.3	0.7	0.3	0.0	0.4	-	0.5	0.0	0.7	-	0.3	1.3
Articulated Trucks	0	0	59	0	-	59	0	0	63	0	-	63	0	0	0	0	0	0	0	0	-	0	122
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.4	0.4
Bicycles on Road	0	0	3	0	-	3	0	0	0	0	-	0	0	5	0	5	0	0	0	2	0	2	10
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.3	-	0.0	0.4	0.0	-	0.2	0.0
Pedestrians	-	-	-	-	18	-	-	-	-	-	-	53	-	-	-	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: ZZ-U30
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Ave Eastbound					North Ave Westbound					Lathrop Ave Northbound					Lathrop Ave Southbound					Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total			
7:15 AM	0	11	405	5	0	421	0	7	355	2	1	364	0	13	24	2	1	39	858		
7:30 AM	0	5	387	12	1	404	0	16	384	3	2	403	0	26	27	10	0	63	917		
7:45 AM	0	8	381	12	2	401	1	18	420	7	9	446	0	47	43	7	1	97	1041		
8:00 AM	0	12	405	10	2	427	0	18	375	6	1	399	0	18	12	6	1	36	953		
Total	0	36	1578	39	5	1653	1	59	1534	18	13	1612	142	104	106	25	3	235	3769		
Approach %	0.0	2.2	95.5	2.4	-	-	0.1	3.7	95.2	1.1	-	-	52.8	44.3	45.1	10.6	-	-	-		
Total %	0.0	1.0	41.9	1.0	-	43.9	0.0	1.6	40.7	0.5	-	42.8	3.8	2.8	2.8	0.7	-	6.2	-		
PHF	0.000	0.750	0.974	0.813	-	0.968	0.250	0.819	0.913	0.643	-	0.904	0.724	0.664	0.553	0.693	-	0.606	0.905		
Lights	0	33	1482	38	-	1553	1	59	1486	17	-	1563	142	103	105	24	-	232	3617		
% Lights	-	91.7	93.9	97.4	-	94.0	100.0	100.0	96.9	94.4	-	97.0	100.0	100.0	99.1	96.0	-	98.7	96.0		
Buses	0	1	5	0	-	6	0	0	5	1	-	6	0	0	1	0	-	1	13		
% Buses	-	2.8	0.3	0.0	-	0.4	0.0	0.0	0.3	5.6	-	0.4	0.0	0.0	0.9	0.0	-	0.4	0.3		
Single-Unit Trucks	0	2	68	1	-	71	0	0	25	0	-	25	0	1	0	1	-	2	98		
% Single-Unit Trucks	-	5.6	4.3	2.6	-	4.3	0.0	0.0	1.6	0.0	-	1.6	0.0	1.0	0.0	4.0	-	0.9	2.6		
Articulated Trucks	0	0	23	0	-	23	0	0	18	0	-	18	0	0	0	0	-	0	41		
% Articulated Trucks	-	0.0	1.5	0.0	-	1.4	0.0	0.0	1.2	0.0	-	1.1	0.0	0.0	0.0	0.0	-	0.0	1.1		
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0		
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0		
Pedestrians	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	3	-	-		
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-		

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Lathrop Ave
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Lathrop Ave Northbound					Lathrop Ave Southbound					Int. Total			
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total						
5:00 PM	0	19	342	14	0	375	0	14	320	18	1	352	20	31	14	14	6	2	38	830				
5:15 PM	0	20	347	14	2	381	0	22	342	10	2	374	24	23	11	11	9	4	4	26	839			
5:30 PM	0	24	316	8	0	348	0	22	333	16	4	371	24	20	10	10	5	11	4	2	793			
5:45 PM	0	18	336	8	2	362	0	15	340	11	1	366	20	19	9	9	4	1	1	24	800			
Total	0	81	1341	44	4	1466	0	73	1335	55	8	1463	88	93	44	44	225	0	41	49	18	9	108	3262
Approach %	0.0	5.5	91.5	3.0	-	-	0.0	5.0	91.3	3.8	-	-	39.1	41.3	19.6	-	0.0	38.0	45.4	16.7	-	-	-	-
Total %	0.0	2.5	41.1	1.3	-	44.9	0.0	2.2	40.9	1.7	-	44.8	2.7	2.9	1.3	1.3	6.9	0.0	1.3	1.5	0.6	-	3.3	-
PHF	0.000	0.844	0.966	0.786	-	0.962	0.000	0.830	0.976	0.764	-	0.978	0.917	0.750	0.786	0.865	0.000	0.788	0.645	0.750	-	0.711	0.972	0.972
Lights	0	81	1331	44	-	1456	0	73	1324	55	-	1452	88	92	44	224	0	41	48	18	-	107	3239	3239
% Lights	-	100.0	99.3	100.0	-	99.3	-	100.0	99.2	100.0	-	99.2	100.0	98.9	100.0	99.6	-	100.0	98.0	100.0	-	99.1	99.3	99.3
Buses	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	0	0	0	0	-	0	5	5
% Buses	-	0.0	0.3	0.0	-	0.3	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.2	0.2
Single-Unit Trucks	0	0	4	0	-	4	0	0	10	0	-	10	0	0	0	0	0	0	0	0	-	0	14	14
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.7	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.4	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-	0	1	1
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	1	0	0	1	0	-	1	3	3
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	0.4	-	0.0	2.0	0.0	-	0.9	0.1	0.1
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	9	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Monroe Ave
Site Code: 22-050
Start Date: 03/17/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						Monroe Ave Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	367	5	0	372		0	1	336	0	337		0	1	0	1	1	710
7:15 AM	0	414	3	0	417		0	12	381	0	393		0	0	2	0	2	812
7:30 AM	0	391	2	0	393		0	21	430	0	451		0	1	3	1	4	848
7:45 AM	0	391	11	0	402		0	20	450	0	470		0	0	9	0	9	881
Hourly Total	0	1563	21	0	1584		0	54	1597	0	1651		0	2	14	2	16	3251
8:00 AM	0	343	8	0	351		0	8	433	0	441		0	1	3	2	4	796
8:15 AM	0	382	2	0	384		0	9	427	0	436		0	1	3	0	4	824
8:30 AM	0	350	2	0	352		0	6	340	0	346		0	0	3	1	3	701
8:45 AM	0	318	5	0	323		0	5	345	0	350		0	0	10	4	10	683
Hourly Total	0	1393	17	0	1410		0	28	1545	0	1573		0	2	19	7	21	3004
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	352	5	0	357		0	10	358	0	368		0	1	10	3	11	736
4:15 PM	0	401	6	0	407		0	11	413	0	424		0	1	8	1	9	840
4:30 PM	0	337	2	0	339		1	15	397	1	413		0	2	5	4	7	759
4:45 PM	0	399	10	5	409		0	4	402	0	406		0	3	3	0	6	821
Hourly Total	0	1489	23	5	1512		1	40	1570	1	1611		0	7	26	8	33	3156
5:00 PM	0	397	3	2	400		0	5	331	0	336		0	1	6	2	7	743
5:15 PM	0	359	9	0	368		0	10	380	0	390		0	0	6	0	6	764
5:30 PM	0	350	2	0	352		1	8	400	0	409		0	2	7	1	9	770
5:45 PM	0	375	3	1	378		1	8	342	0	351		0	0	5	2	5	734
Hourly Total	0	1481	17	3	1498		2	31	1453	0	1486		0	3	24	5	27	3011
6:00 PM	0	338	1	0	339		1	5	354	0	360		0	1	5	1	6	705
6:15 PM	0	347	4	2	351		0	4	370	0	374		0	1	7	1	8	733
6:30 PM	0	306	1	2	307		0	8	369	0	377		0	1	6	0	7	691
6:45 PM	0	274	2	0	276		0	11	315	2	326		0	0	4	0	4	606
Hourly Total	0	1285	8	4	1273		1	28	1408	2	1437		0	3	22	2	25	2735
7:00 PM	0	319	1	3	320		2	3	308	1	313		0	2	5	0	7	640
7:15 PM	0	302	1	0	303		0	8	273	0	281		0	1	0	0	1	585
7:30 PM	0	271	3	0	274		0	3	287	0	290		0	0	6	0	6	570
7:45 PM	0	236	2	1	238		2	2	243	0	247		0	1	8	0	9	494
Hourly Total	0	1128	7	4	1135		4	16	1111	1	1131		0	4	19	0	23	2289
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
5:00 PM	0	338	3	1	341		0	7	374	0	381		0	0	6	2	6	728
5:15 PM	0	339	5	0	344		0	10	381	2	391		0	0	4	1	4	739
5:30 PM	0	315	4	3	319		0	10	344	1	354		0	0	3	0	3	676
5:45 PM	0	315	2	1	317		1	6	327	1	334		0	0	7	0	7	658

Hourly Total	0	1307	14	5	1321	1	33	1426	4	1460	0	0	20	3	20	2801
6:00 PM	0	310	7	3	317	0	7	344	9	351	0	2	7	0	9	677
6:15 PM	0	315	2	4	317	0	6	329	0	335	0	0	2	2	2	654
6:30 PM	0	292	2	5	294	0	2	333	1	335	0	0	4	2	4	633
6:45 PM	0	254	2	1	256	0	11	337	1	348	0	1	2	0	3	607
Hourly Total	0	1171	13	13	1184	0	26	1343	11	1369	0	3	15	4	18	2571
7:00 PM	0	273	2	6	275	0	6	298	0	304	0	0	5	5	5	584
7:15 PM	0	265	0	3	265	0	7	288	0	295	0	0	2	0	2	562
7:30 PM	0	284	4	9	288	0	2	326	0	328	0	3	5	0	8	624
7:45 PM	0	254	2	3	256	0	5	250	8	255	0	1	3	0	4	515
Hourly Total	0	1076	8	21	1084	0	20	1162	8	1182	0	4	15	5	19	2285
Grand Total	0	11873	128	55	12001	9	276	12615	27	12900	0	28	174	36	202	25103
Approach %	0.0	98.9	1.1	-	-	0.1	2.1	97.8	-	-	0.0	13.9	86.1	-	-	-
Total %	0.0	47.3	0.5	-	47.8	0.0	1.1	50.3	-	51.4	0.0	0.1	0.7	-	0.8	-
Lights	0	11615	126	-	11741	9	274	12327	-	12610	0	25	172	-	197	24548
% Lights	-	97.8	98.4	-	97.8	100.0	99.3	97.7	-	97.8	-	88.3	98.9	-	97.5	97.8
Buses	0	33	1	-	34	0	1	44	-	45	0	0	0	-	0	79
% Buses	-	0.3	0.8	-	0.3	0.0	0.4	0.3	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	161	0	-	161	0	1	185	-	186	0	3	1	-	4	351
% Single-Unit Trucks	-	1.4	0.0	-	1.3	0.0	0.4	1.5	-	1.4	-	10.7	0.6	-	2.0	1.4
Articulated Trucks	0	64	1	-	65	0	0	58	-	58	0	0	0	-	0	123
% Articulated Trucks	-	0.5	0.8	-	0.5	0.0	0.0	0.5	-	0.4	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	0.5	0.0
Pedestrians	-	-	-	55	-	-	-	-	27	-	-	-	-	36	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/17/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Monroe Ave
Site Code: 22-050
Start Date: 03/17/2022
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Monroe Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total
4:15 PM	0	401	6	0	407	0	11	413	0	424	0	1	8	1	9
4:30 PM	0	337	2	0	339	1	15	397	1	413	0	2	5	4	7
4:45 PM	0	399	10	5	409	0	4	402	0	406	0	3	3	0	6
5:00 PM	0	397	3	2	400	0	5	331	0	336	0	1	6	2	7
Total	0	1534	21	7	1555	1	35	1543	1	1579	0	7	22	7	29
Approach %	0.0	98.6	1.4	-	-	0.1	2.2	97.7	-	-	0.0	24.1	75.9	-	-
Total %	0.0	48.5	0.7	-	49.2	0.0	1.1	48.8	-	49.9	0.0	0.2	0.7	-	0.9
PHF	0.000	0.956	0.525	-	0.950	0.250	0.583	0.934	-	0.931	0.000	0.583	0.688	-	0.806
Lights	0	1512	21	-	1533	1	34	1470	-	1505	0	7	21	-	28
% Lights	-	98.6	100.0	-	98.6	100.0	97.1	95.3	-	95.3	-	100.0	95.5	-	96.6
Buses	0	2	0	-	2	0	1	7	-	8	0	0	0	-	0
% Buses	-	0.1	0.0	-	0.1	0.0	2.9	0.5	-	0.5	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	13	0	-	13	0	0	57	-	57	0	0	1	-	1
% Single-Unit Trucks	-	0.8	0.0	-	0.8	0.0	0.0	3.7	-	3.6	-	0.0	4.5	-	3.4
Articulated Trucks	0	7	0	-	7	0	0	9	-	9	0	0	0	-	0
% Articulated Trucks	-	0.5	0.0	-	0.5	0.0	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	7	-	-	-	-	1	-	-	-	-	7	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with Monroe Ave
Site Code: 22-050
Start Date: 03/17/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound					North Ave Westbound					Monroe Ave Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
5:00 PM	0	338	3	1	341	0	7	374	0	381	0	0	6	2	728
5:15 PM	0	339	5	0	344	0	10	381	2	391	0	0	4	1	739
5:30 PM	0	315	4	3	319	0	10	344	1	354	0	0	3	0	676
5:45 PM	0	315	2	1	317	1	6	327	1	334	0	0	7	0	658
Total	0	1307	14	5	1321	1	33	1426	4	1460	0	0	20	3	2801
Approach %	0.0	98.9	1.1	-	-	0.1	2.3	97.7	-	-	0.0	0.0	100.0	-	-
Total %	0.0	46.7	0.5	-	47.2	0.0	1.2	50.9	-	52.1	0.0	0.0	0.7	-	0.7
PHF	0.000	0.964	0.700	-	0.960	0.250	0.825	0.936	-	0.934	0.000	0.000	0.714	-	0.714
Lights	0	1298	14	-	1312	1	33	1415	-	1449	0	0	20	-	2781
% Lights	-	99.3	100.0	-	99.3	100.0	100.0	99.2	-	99.2	-	-	100.0	-	99.3
Buses	0	5	0	-	5	0	0	3	-	3	0	0	0	-	8
% Buses	-	0.4	0.0	-	0.4	0.0	0.0	0.2	-	0.2	-	-	0.0	-	0.3
Single-Unit Trucks	0	2	0	-	2	0	0	7	-	7	0	0	0	-	9
% Single-Unit Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.5	-	0.5	-	-	0.0	-	0.3
Articulated Trucks	0	2	0	-	2	0	0	1	-	1	0	0	0	-	3
% Articulated Trucks	-	0.2	0.0	-	0.2	0.0	0.0	0.1	-	0.1	-	-	0.0	-	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0
Pedestrians	-	-	-	5	-	-	-	-	4	-	-	-	-	3	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with William St
Site Code: 22-050
Start Date: 03/03/2022
Page No: 1

Turning Movement Data

Start Time	North Ave Eastbound						North Ave Westbound						William St Northbound						Access Dr Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	364	2	0	367	1	1	333	3	1	338	0	2	1	1	1	4	0	2	0	5	3	7	716
7:15 AM	0	0	424	3	0	427	0	4	346	4	0	354	0	1	0	1	0	2	0	2	0	5	5	7	790
7:30 AM	0	2	377	1	0	380	0	11	453	7	0	471	0	0	0	1	0	1	0	1	0	5	6	6	858
7:45 AM	0	3	392	1	1	396	0	10	436	2	0	448	0	0	1	3	0	4	0	1	0	5	4	6	854
Hourly Total	0	6	1557	7	1	1570	1	26	1568	16	1	1611	0	3	2	6	1	11	0	6	0	20	18	26	3218
8:00 AM	0	5	396	10	0	411	0	14	388	1	0	403	0	0	0	3	0	3	0	3	0	7	6	10	827
8:15 AM	0	3	314	7	0	324	0	6	402	4	0	412	0	0	0	8	0	8	0	4	0	6	3	10	754
8:30 AM	0	2	329	6	1	337	0	5	299	3	1	307	0	0	0	8	1	8	0	1	0	7	9	8	660
8:45 AM	0	8	302	1	0	311	0	3	296	4	1	303	0	1	0	2	0	3	0	2	0	6	15	8	625
Hourly Total	0	18	1341	24	1	1383	0	28	1385	12	2	1425	0	1	0	21	1	22	0	10	0	26	33	36	2866
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	5	332	8	0	346	0	3	361	1	0	365	0	2	0	5	0	7	0	4	0	10	1	14	732
4:15 PM	0	5	329	3	0	337	0	3	347	5	0	355	0	1	0	5	0	6	0	3	1	3	11	7	705
4:30 PM	0	9	362	1	0	372	0	3	376	4	0	383	0	2	0	3	0	5	0	1	0	17	6	18	778
4:45 PM	0	10	354	2	0	366	0	2	342	4	0	348	0	1	0	5	0	6	0	8	0	22	6	30	750
Hourly Total	1	29	1377	14	0	1421	0	11	1426	14	0	1451	0	6	0	18	0	24	0	16	1	52	24	69	2965
5:00 PM	0	5	377	2	0	384	0	3	383	1	0	387	0	0	0	1	0	1	0	4	0	9	3	13	785
5:15 PM	0	5	337	7	0	349	0	2	391	3	0	396	0	1	0	1	0	2	0	6	1	11	3	18	765
5:30 PM	1	6	375	4	0	386	0	5	349	6	0	360	0	0	0	5	0	5	0	3	0	10	2	13	764
5:45 PM	0	6	363	6	0	375	0	1	348	3	0	352	1	0	0	0	0	1	0	3	1	11	2	15	743
Hourly Total	1	22	1452	19	0	1494	0	11	1471	13	0	1495	1	1	0	7	0	9	0	16	2	41	10	59	3057
6:00 PM	0	7	371	9	0	387	0	0	321	4	0	325	0	2	3	4	0	9	0	7	0	9	2	16	737
6:15 PM	0	6	392	6	0	404	0	4	295	6	0	305	0	2	0	7	0	9	0	8	1	13	9	22	740
6:30 PM	0	11	390	9	0	410	1	2	336	6	0	345	0	1	0	1	0	2	0	1	0	17	8	18	775
6:45 PM	0	10	289	4	1	303	0	1	271	4	0	276	0	0	0	1	0	1	0	10	1	9	4	20	600
Hourly Total	0	34	1442	28	1	1504	1	7	1223	20	0	1251	0	5	3	13	0	21	0	26	2	48	23	76	2852
7:00 PM	1	6	322	2	0	331	0	3	247	5	0	255	0	1	0	1	0	2	0	4	0	9	5	13	601
7:15 PM	0	7	298	3	0	308	0	2	241	2	0	245	0	1	0	0	0	1	0	5	2	13	7	20	574
7:30 PM	1	2	257	1	0	261	0	3	249	3	0	255	0	0	0	4	0	4	0	2	1	8	1	11	531
7:45 PM	0	2	244	1	0	247	0	1	222	4	0	227	0	1	0	0	0	1	0	2	0	8	6	10	485
Hourly Total	2	17	1121	7	0	1147	0	9	959	14	0	982	0	3	0	5	0	8	0	13	3	38	19	54	2191
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	18	347	4	0	369	0	4	330	6	0	340	0	1	0	2	1	3	0	5	0	22	9	27	739
5:15 PM	0	7	331	1	0	339	0	4	392	8	2	404	0	0	0	3	0	3	0	8	0	14	9	22	768
5:30 PM	1	9	313	4	0	327	0	4	364	9	0	377	0	1	0	4	0	5	0	5	0	20	6	25	734

5:45 PM	1	6	303	0	0	310	0	1	358	6	0	365	0	1	0	2	0	3	0	5	0	17	9	22	700
Hourly Total	2	40	1294	9	0	1345	0	13	1444	29	2	1486	0	3	0	11	1	14	0	23	0	73	33	96	2941
6:00 PM	2	18	315	4	0	339	0	2	321	9	1	332	0	1	1	1	0	3	0	3	1	18	11	22	696
6:15 PM	0	17	342	5	1	364	0	2	337	9	0	348	0	0	0	1	1	1	0	8	0	20	8	26	739
6:30 PM	1	6	294	4	0	305	0	3	306	6	1	315	0	1	0	2	0	3	0	5	0	18	29	25	648
6:45 PM	0	10	326	0	0	336	0	1	295	7	0	303	0	1	0	2	0	3	0	7	1	15	7	23	665
Hourly Total	3	51	1277	13	1	1344	0	8	1259	31	2	1298	0	3	1	6	1	10	0	23	2	71	55	96	2748
7:00 PM	1	8	323	3	0	335	0	1	279	4	0	284	0	2	0	0	0	2	0	4	0	16	6	20	641
7:15 PM	0	11	304	2	0	317	1	1	262	5	0	269	0	0	0	1	0	1	0	5	0	10	20	15	602
7:30 PM	0	10	253	3	0	266	0	2	266	5	0	273	0	0	0	0	0	0	0	11	0	17	2	28	567
7:45 PM	0	6	239	2	0	247	0	2	253	7	0	262	0	0	1	0	0	1	0	5	0	14	2	19	529
Hourly Total	1	35	1119	10	0	1165	1	6	1060	21	0	1088	0	2	1	1	0	4	0	25	0	57	30	82	2339
Grand Total	10	252	11980	131	4	12373	3	119	11795	170	7	12087	1	27	7	88	4	123	0	158	10	426	245	594	25177
Approach %	0.1	2.0	96.8	1.1	-	-	0.0	1.0	97.6	1.4	-	-	0.8	22.0	5.7	71.5	-	-	0.0	26.6	1.7	71.7	-	-	-
Total %	0.0	1.0	47.6	0.5	-	49.1	0.0	0.5	46.8	0.7	-	48.0	0.0	0.1	0.0	0.3	-	0.5	0.0	0.6	0.0	1.7	-	2.4	-
Lights	10	252	11685	128	-	12075	3	118	11546	170	-	11837	1	26	7	86	-	120	0	158	10	426	-	594	24626
% Lights	100.0	100.0	97.5	97.7	-	97.6	100.0	99.2	97.9	100.0	-	97.9	100.0	96.3	100.0	97.7	-	97.6	-	100.0	100.0	100.0	-	100.0	97.8
Buses	0	0	35	2	-	37	0	0	39	0	-	39	0	0	0	1	-	1	0	0	0	0	-	0	77
% Buses	0.0	0.0	0.3	1.5	-	0.3	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	1.1	-	0.8	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	192	1	-	193	0	1	154	0	-	155	0	1	0	1	-	2	0	0	0	0	-	0	350
% Single-Unit Trucks	0.0	0.0	1.6	0.8	-	1.6	0.0	0.8	1.3	0.0	-	1.3	0.0	3.7	0.0	1.1	-	1.6	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	66	0	-	66	0	0	56	0	-	56	0	0	0	0	-	0	0	0	0	0	-	0	122
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	245	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

[illegible]

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Site Code: 22-030
Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: North Ave with William St
Site Code: 22-050
Start Date: 03/03/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	North Ave Eastbound						North Ave Westbound						William St Northbound						Access Dr Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	18	347	4	0	369	0	4	330	6	0	340	0	1	0	2	1	3	0	5	0	22	9	27	739
5:15 PM	0	7	331	1	0	339	0	4	392	8	2	404	0	0	0	3	0	3	0	8	0	14	9	22	768
5:30 PM	1	9	313	4	0	327	0	4	364	9	0	377	0	1	0	4	0	5	0	5	0	20	6	25	734
5:45 PM	1	6	303	0	0	310	0	1	358	6	0	365	0	1	0	2	0	3	0	5	0	17	9	22	700
Total	2	40	1294	9	0	1345	0	13	1444	29	2	1486	0	3	0	11	1	14	0	23	0	73	33	96	2941
Approach %	0.1	3.0	96.2	0.7	-	-	0.0	0.9	97.2	2.0	-	-	0.0	21.4	0.0	78.6	-	-	0.0	24.0	0.0	76.0	-	-	-
Total %	0.1	1.4	44.0	0.3	-	45.7	0.0	0.4	49.1	1.0	-	50.5	0.0	0.1	0.0	0.4	-	0.5	0.0	0.8	0.0	2.5	-	3.3	-
PHF	0.500	0.556	0.932	0.563	-	0.911	0.000	0.813	0.921	0.806	-	0.920	0.000	0.750	0.000	0.688	-	0.700	0.000	0.719	0.000	0.830	-	0.889	0.957
Lights	2	40	1284	9	-	1335	0	13	1433	29	-	1475	0	3	0	11	-	14	0	23	0	73	-	96	2920
% Lights	100.0	100.0	99.2	100.0	-	99.3	-	100.0	99.2	100.0	-	99.3	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.3
Buses	0	0	3	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	5	0	-	5	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	15
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.7	0.0	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Crash Tables

Table A

NORTH AVENUE WITH HARLEM AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	7	3	5	1	17
2018	0	0	0	8	0	2	2	12
2019	1	0	0	7	2	1	0	11
2020	1	0	0	2	3	0	1	7
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>13</u>
Total	3	0	0	29	11	11	6	60
Average	<1.0	--	--	5.8	2.2	2.2	1.2	12

Table B

NORTH AVENUE WITH BONNIE BRAE PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	2	0	2
2018	0	0	0	0	0	2	0	2
2019	0	0	0	1	1	2	0	4
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
Total	0	0	1	1	1	8	0	11
Average	--	--	<1.0	<1.0	<1.0	1.6	--	2.2

Table C

NORTH AVENUE WITH CLINTON PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	2	0	2
2018	0	0	0	1	0	6	0	7
2019	1	0	0	1	0	2	0	4
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>
Total	1	0	0	2	0	16	0	19
Average	<1.0	--	--	<1.0	--	3.2	--	3.8

Table D

NORTH AVENUE WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	0	0	2	0	3
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1	0	1
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	2	0	0	0	0	4	0	5
Average	<1.0	--	--	--	--	<1.0	--	1

Table E

NORTH AVENUE WITH MONROE AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	2	0	1	0	3
2018	0	0	0	0	0	1	0	1
2019	1	0	0	2	0	2	0	5
2020	0	0	0	0	0	4	0	4
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	1	0	0	4	0	8	0	13
Average	<1.0	--	--	<1.0	--	1.6	--	2.6

Table F

NORTH AVENUE WITH JACKSON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	0	0	2	0	3
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	1	0	0	1	0	4	0	6
Average	<1.0	--	--	<1.0	--	<1.0	--	1.2

Table G

NORTH AVENUE WITH LATHROP AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	2	1	1	0	4
2018	0	0	0	4	0	3	0	7
2019	0	0	0	1	0	1	0	2
2020	0	0	0	2	0	0	0	2
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>
Total	0	0	0	9	1	7	0	18
Average	--	--	--	1.8	<1.0	1.4	--	3.6

Table H

LEMOYNE PARKWAY WITH HARLEM AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	3	0	0	0	4
2018	1	0	0	0	0	1	0	2
2019	1	0	0	0	0	1	0	2
2020	1	0	0	2	0	1	0	4
2021	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	6	0	0	5	0	3	0	14
Average	1.2	--	--	1	--	<1.0	--	2.8

Table I

LEMOYNE PARKWAY WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	0	0	0	1
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	1	0	1	0	0	0	0	2
Average	<1.0	--	<1.0	--	--	--	--	<1.0

Table J

LEMOYNE PARKWAY WITH MONROE AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	2	0	0	0	0	0	0	2
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Total	2	0	0	0	0	1	0	3
Average	<1.0	--	--	--	--	<1.0	--	<1.0

Table K

LEMOYNE PARKWAY AND LATHROP AVENUE– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	1	0	0	0	1
2019	0	0	0	0	0	0	0	0
2020	1	0	0	0	0	0	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	1	0	0	1	0	0	0	2
Average	<1.0	--	--	<1.0	--	--	--	<1.0

Table L

GREENFIELD STREET WITH HARLEM AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	0	0	3	0	4
2018	3	0	0	2	0	1	0	6
2019	4	0	0	0	1	0	0	5
2020	0	0	0	0	0	1	0	1
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	9	0	0	3	1	5	0	18
Average	1.8	--	--	<1.0	<1.0	1	<1.0	3.6

Table M

GREENFIELD STREET WITH BONNIE BRAE PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	1	0	0	0	0	0	0	1
Average	<1.0	--	--	--	--	--	--	<1.0

Table N

GREENFIELD STREET WITH CLINTON PLACE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	1	0	0	0	0	1
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	1	0	0	0	0	1
Average	--	--	<1.0	--	--	--	--	<1.0

Table O

GREENFIELD STREET WITH WILLIAM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	1	0	0	0	0	0	0	1
Average	<1.0	--	--	--	--	--	--	<1.0

Table P

GREENFIELD STREET WITH JACKSON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	1
2020	0	0	0	0	0	0	0	0
2021	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	2	0	0	0	0	0	0	2
Average	<1.0	--	--	--	--	--	--	<1.0

Table Q

GREENFIELD WITH LATHROP AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	0	0	0	0	1
2018	0	0	0	0	0	0	0	0
2019	3	0	0	0	0	0	0	3
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4	0	0	0	0	0	0	4
Average	<1.0	--	--	--	--	--	--	<1.0

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

HCM 6th AWSC
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	29	0	5	34	3	0	3	3	27	18	14
Future Vol, veh/h	5	29	0	5	34	3	0	3	3	27	18	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	20	0	0	0	0	0	0	0	33	4	6	0
Mvmt Flow	6	35	0	6	41	4	0	4	4	33	22	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.4	6.9	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	15%	12%	46%
Vol Thru, %	50%	85%	81%	31%
Vol Right, %	50%	0%	7%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	34	42	59
LT Vol	0	5	5	27
Through Vol	3	29	34	18
RT Vol	3	0	3	14
Lane Flow Rate	7	41	51	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.051	0.058	0.082
Departure Headway (Hd)	3.817	4.449	4.052	4.085
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	927	801	878	871
Service Time	1.883	2.497	2.101	2.136
HCM Lane V/C Ratio	0.008	0.051	0.058	0.083
HCM Control Delay	6.9	7.7	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.3

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	51	2	4	35	5	1	6	5	18	8	5
Future Vol, veh/h	2	51	2	4	35	5	1	6	5	18	8	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	4	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	65	3	5	44	6	1	8	6	23	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	4%	9%	58%
Vol Thru, %	50%	93%	80%	26%
Vol Right, %	42%	4%	11%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	55	44	31
LT Vol	1	2	4	18
Through Vol	6	51	35	8
RT Vol	5	2	5	5
Lane Flow Rate	15	70	56	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.017	0.078	0.062	0.045
Departure Headway (Hd)	3.914	4.024	3.999	4.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	905	888	892	857
Service Time	1.977	2.06	2.038	2.206
HCM Lane V/C Ratio	0.017	0.079	0.063	0.046
HCM Control Delay	7	7.4	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.1

HCM 6th TWSC
11: Greenfield Street & Clinton Place

07/06/2022

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	95	75	2	6	22
Future Vol, veh/h	8	95	75	2	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	13	2	1	0	0	5
Mvmt Flow	10	113	89	2	7	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	91	0	0 223 90
Stage 1	-	-	- 90 -
Stage 2	-	-	- 133 -
Critical Hdwy	4.23	-	- 6.4 6.25
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.317	-	- 3.5 3.345
Pot Cap-1 Maneuver	1437	-	- 770 960
Stage 1	-	-	- 939 -
Stage 2	-	-	- 898 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1437	-	- 765 960
Mov Cap-2 Maneuver	-	-	- 765 -
Stage 1	-	-	- 932 -
Stage 2	-	-	- 898 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1437	-	-	-	910
HCM Lane V/C Ratio	0.007	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	20	79	1	0	61	1	0	1	0	10	0	15
Future Vol, veh/h	20	79	1	0	61	1	0	1	0	10	0	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	22	86	1	0	66	1	0	1	0	11	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	87	0	0	206	198	87	198	198	67
Stage 1	-	-	-	-	-	-	131	131	-	67	67	-
Stage 2	-	-	-	-	-	-	75	67	-	131	131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1547	-	-	1522	-	-	756	701	977	765	701	1002
Stage 1	-	-	-	-	-	-	877	792	-	948	843	-
Stage 2	-	-	-	-	-	-	939	843	-	877	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1547	-	-	1522	-	-	735	690	977	755	690	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	690	-	755	690	-
Stage 1	-	-	-	-	-	-	864	780	-	934	843	-
Stage 2	-	-	-	-	-	-	924	843	-	863	780	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	10.2	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	1547	-	-	1522	-	-	886
HCM Lane V/C Ratio	0.002	0.014	-	-	-	-	-	0.031
HCM Control Delay (s)	10.2	7.4	0	-	0	-	-	9.2
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

HCM 6th AWSC
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	52	0	1	32	2	0	10	2	15	13	11
Future Vol, veh/h	2	52	0	1	32	2	0	10	2	15	13	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	63	0	1	39	2	0	12	2	18	16	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	3%	38%
Vol Thru, %	83%	96%	91%	33%
Vol Right, %	17%	0%	6%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	54	35	39
LT Vol	0	2	1	15
Through Vol	10	52	32	13
RT Vol	2	0	2	11
Lane Flow Rate	14	65	42	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.073	0.047	0.052
Departure Headway (Hd)	4.021	4.047	4.029	4.004
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	883	886	889
Service Time	2.079	2.081	2.067	2.055
HCM Lane V/C Ratio	0.016	0.074	0.047	0.053
HCM Control Delay	7.1	7.4	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	57	4	3	25	3	4	6	4	9	5	7
Future Vol, veh/h	8	57	4	3	25	3	4	6	4	9	5	7
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
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	0	0
Mvmt Flow	9	66	5	3	29	3	5	7	5	10	6	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	12%	10%	43%
Vol Thru, %	43%	83%	81%	24%
Vol Right, %	29%	6%	10%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	69	31	21
LT Vol	4	8	3	9
Through Vol	6	57	25	5
RT Vol	4	4	3	7
Lane Flow Rate	16	79	36	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.088	0.039	0.027
Departure Headway (Hd)	4.002	3.984	3.989	3.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	899	895	890
Service Time	2.056	2.009	2.024	2.048
HCM Lane V/C Ratio	0.018	0.088	0.04	0.027
HCM Control Delay	7.1	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1

HCM 6th TWSC
11: Greenfield Street & Clinton Place

07/06/2022

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	65	32	2	11	12
Future Vol, veh/h	12	65	32	2	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	68	33	2	11	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	35	0	0 128 34
Stage 1	-	-	- 34 -
Stage 2	-	-	- 94 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1589	-	- 871 1045
Stage 1	-	-	- 994 -
Stage 2	-	-	- 935 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1589	-	- 863 1045
Mov Cap-2 Maneuver	-	-	- 863 -
Stage 1	-	-	- 985 -
Stage 2	-	-	- 935 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	949
HCM Lane V/C Ratio	0.008	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	60	0	0	23	0	0	0	0	10	0	3
Future Vol, veh/h	15	60	0	0	23	0	0	0	0	10	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	65	0	0	25	0	0	0	0	11	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	65	0	0	124	122	65	122	122	25
Stage 1	-	-	-	-	-	-	97	97	-	25	25	-
Stage 2	-	-	-	-	-	-	27	25	-	97	97	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1603	-	-	1550	-	-	855	772	1005	858	772	1057
Stage 1	-	-	-	-	-	-	914	819	-	998	878	-
Stage 2	-	-	-	-	-	-	996	878	-	914	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1550	-	-	846	764	1005	851	764	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	764	-	851	764	-
Stage 1	-	-	-	-	-	-	905	811	-	988	878	-
Stage 2	-	-	-	-	-	-	993	878	-	905	811	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1603	-	-	1550	-	-	891				
HCM Lane V/C Ratio	-	0.01	-	-	-	-	-	0.016				
HCM Control Delay (s)	0	7.3	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile O(veh)	-	0	-	-	0	-	-	0				

Capacity Analysis Summary Sheets
Existing Saturday Midday Peak Hour

HCM 6th AWSC
20: Clinton Place & Le Moyne Parkway

07/06/2022

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	40	5	0	31	4	0	1	0	14	5	5
Future Vol, veh/h	3	40	5	0	31	4	0	1	0	14	5	5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	55	7	0	42	5	0	1	0	19	7	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	6%	0%	58%
Vol Thru, %	100%	83%	89%	21%
Vol Right, %	0%	10%	11%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	48	35	24
LT Vol	0	3	0	14
Through Vol	1	40	31	5
RT Vol	0	5	4	5
Lane Flow Rate	1	66	48	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.072	0.052	0.037
Departure Headway (Hd)	4.122	3.945	3.939	4.089
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	908	908	871
Service Time	2.173	1.97	1.969	2.134
HCM Lane V/C Ratio	0.001	0.073	0.053	0.038
HCM Control Delay	7.2	7.3	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.1

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	47	3	0	30	4	2	2	2	6	1	4
Future Vol, veh/h	2	47	3	0	30	4	2	2	2	6	1	4
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	25	0	0	0	0	0	0
Mvmt Flow	3	65	4	0	42	6	3	3	3	8	1	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	4%	0%	55%
Vol Thru, %	33%	90%	88%	9%
Vol Right, %	33%	6%	12%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	52	34	11
LT Vol	2	2	0	6
Through Vol	2	47	30	1
RT Vol	2	3	4	4
Lane Flow Rate	8	72	47	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.079	0.051	0.017
Departure Headway (Hd)	3.985	3.949	3.924	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	909	913	889
Service Time	2.034	1.967	1.947	2.051
HCM Lane V/C Ratio	0.009	0.079	0.051	0.017
HCM Control Delay	7.1	7.3	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.2	0.1

HCM 6th TWSC
11: Greenfield Street & Clinton Place

07/06/2022

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	73	26	4	6	2
Future Vol, veh/h	4	73	26	4	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	4	78	28	4	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 116 30
Stage 1	-	-	- 30 -
Stage 2	-	-	- 86 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1593	-	- 885 1050
Stage 1	-	-	- 998 -
Stage 2	-	-	- 942 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1593	-	- 882 1050
Mov Cap-2 Maneuver	-	-	- 882 -
Stage 1	-	-	- 995 -
Stage 2	-	-	- 942 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	919
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

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	11	67	3	2	24	2	1	0	1	7	0	3
Future Vol, veh/h	11	67	3	2	24	2	1	0	1	7	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	12	75	3	2	27	2	1	0	1	8	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	78	0	0	135	134	77	133	134	28
Stage 1	-	-	-	-	-	-	101	101	-	32	32	-
Stage 2	-	-	-	-	-	-	34	33	-	101	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1597	-	-	1533	-	-	841	760	990	844	760	1053
Stage 1	-	-	-	-	-	-	910	815	-	990	872	-
Stage 2	-	-	-	-	-	-	987	872	-	910	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1533	-	-	833	753	990	837	753	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	753	-	837	753	-
Stage 1	-	-	-	-	-	-	903	808	-	982	871	-
Stage 2	-	-	-	-	-	-	983	871	-	902	808	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.5			9			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	905	1597	-	-	1533	-	-	892				
HCM Lane V/C Ratio	0.002	0.008	-	-	0.001	-	-	0.013				
HCM Control Delay (s)	9	7.3	0	-	7.4	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Examples of Traffic Calming Measures

Table R
NON-PHYSICAL MEASURES/DEVICES

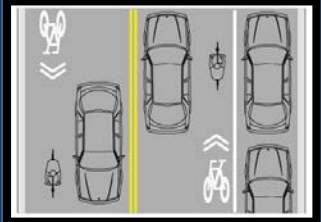
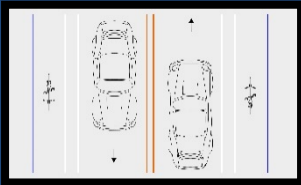
	<i>Education and Community Involvement Efforts</i> include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	<i>Speed Limit Signage/Markings</i> include oversized speed limit signs, yellow-framed speed limit signs, and/or speed limit pavement markings that further reinforce speed limits.
	<i>Speed Monitors and Enforcement</i> includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.
	<i>Pavement Markings</i> include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.
	<i>Sharrow Markings</i> reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.
	<i>Buffered Bike Lanes</i> provides a dedicated lane for bicyclists that make the movements of both motorists and bicyclists more predictable, leading to safer roads. They also provide the perception of a narrower roadway.

Table S

PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS

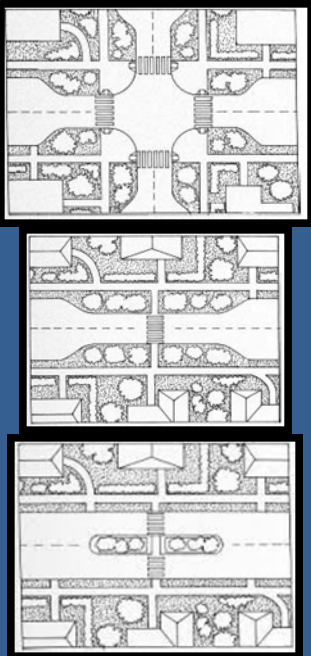
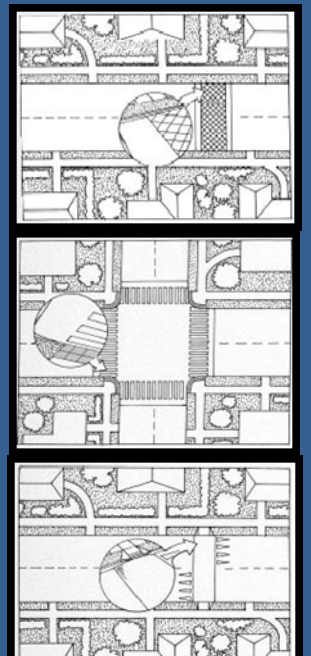
	• Includes curb extensions, median islands, and chokers • Advantages: ○ Effective at reducing speeds, particularly in proximity to measure ○ Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines • Disadvantages: ○ More expensive ○ May hinder bike circulation ○ May reduce on-street parking
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Table T

PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS

	• Includes speed humps/lumps, raised crosswalks, and raised intersections • Advantages: ○ Effective at reducing speeds, particularly in proximity to measure ○ Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings • Disadvantages: ○ More expensive ○ Increase emergency response times ○ Require additional signage/striping ○ Noise and aesthetic issues/concerns ○ May hinder bike circulation ○ May reduce on-street parking
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