

Neighborhood Traffic Study

River Forest, Illinois



Prepared For:



RIVER FOREST

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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 | <ul style="list-style-type: none"> • Consideration should be given to converting to all-way stop-sign control <ul style="list-style-type: none"> ○ 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. | <ul style="list-style-type: none"> • Short Term • Short Term |
| Greenfield Street with Bonnie Brae | <ul style="list-style-type: none"> • Convert to all-way stop sign control¹ | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Provide yellow bordered speed limit sign • Modify on-street parking to permit two-hour parking on both sides of the roadway. <ul style="list-style-type: none"> ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side | <ul style="list-style-type: none"> • Short Term • Short Term |
| Clinton Place between North Avenue and Le Moyne Parkway | <ul style="list-style-type: none"> • Provide yellow bordered speed limit sign • Modify on-street parking to permit two-hour parking on both sides of the street <ul style="list-style-type: none"> ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side | <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • Provide yellow bordered speed limit sign • Utilize portable or permanent speed awareness systems such as electronic speed radar signs or speed trailers. | <ul style="list-style-type: none"> • Short Term • Short Term |
| Monroe Avenue between North Avenue and Le Moyne Parkway | <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> ○ Alternatively, swap the parking restrictions from the east side of the roadway to the west side | <ul style="list-style-type: none"> • Short Term • Short Term • Short Term |
| Jackson Avenue between North Avenue and Le Moyne Parkway | <ul style="list-style-type: none"> • Provide 20 Mile Per Hour School Speed Limit sign along the school frontage | <ul style="list-style-type: none"> • Short Term |
| Le Moyne Parkway between Lathrop Avenue and Jackson Avenue | <ul style="list-style-type: none"> • Provide 20 Mile Per Hour School Speed Limit sign along the school frontage | <ul style="list-style-type: none"> • Short Term |
| Greenfield Street with Bonnie Brae | <ul style="list-style-type: none"> • Provide curb extensions | <ul style="list-style-type: none"> • Long Term |
| Greenfield Street with Clinton Place | <ul style="list-style-type: none"> • Provide curb extensions | <ul style="list-style-type: none"> • Long Term |
| Greenfield Street with William Street | <ul style="list-style-type: none"> • Provide curb extensions | <ul style="list-style-type: none"> • Long Term |
| North Avenue with Bonnie Brae | <ul style="list-style-type: none"> • Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage | <ul style="list-style-type: none"> • Long Term |
| North Avenue with Clinton Place | <ul style="list-style-type: none"> • Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage | <ul style="list-style-type: none"> • Long Term |
| North Avenue with William Street | <ul style="list-style-type: none"> • Install No Right Turn 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. signage | <ul style="list-style-type: none"> • 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

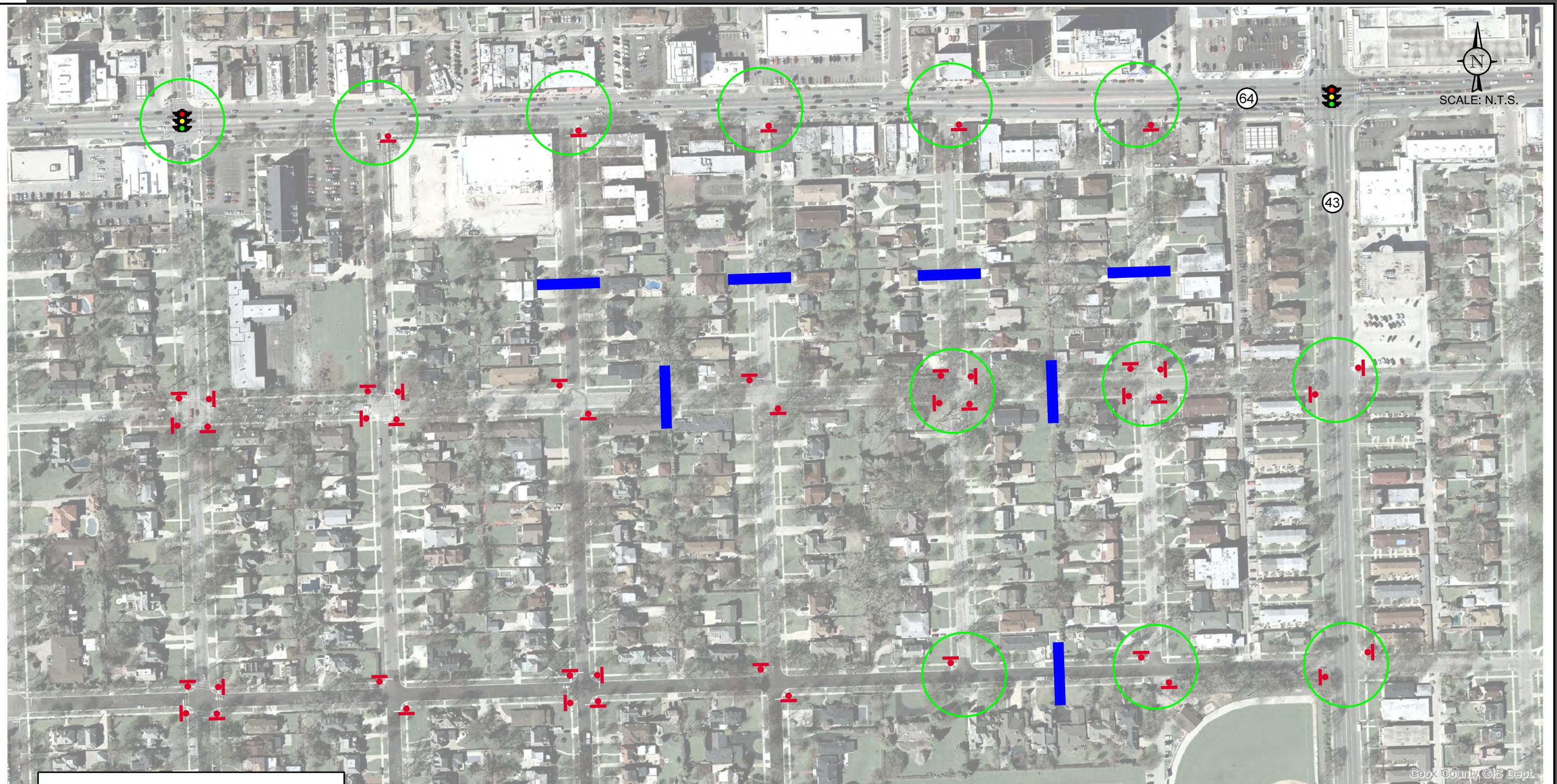
Crash Tables

Level of Service Criteria

Capacity Analysis Summary Sheets

Examples of Traffic Calming Measures

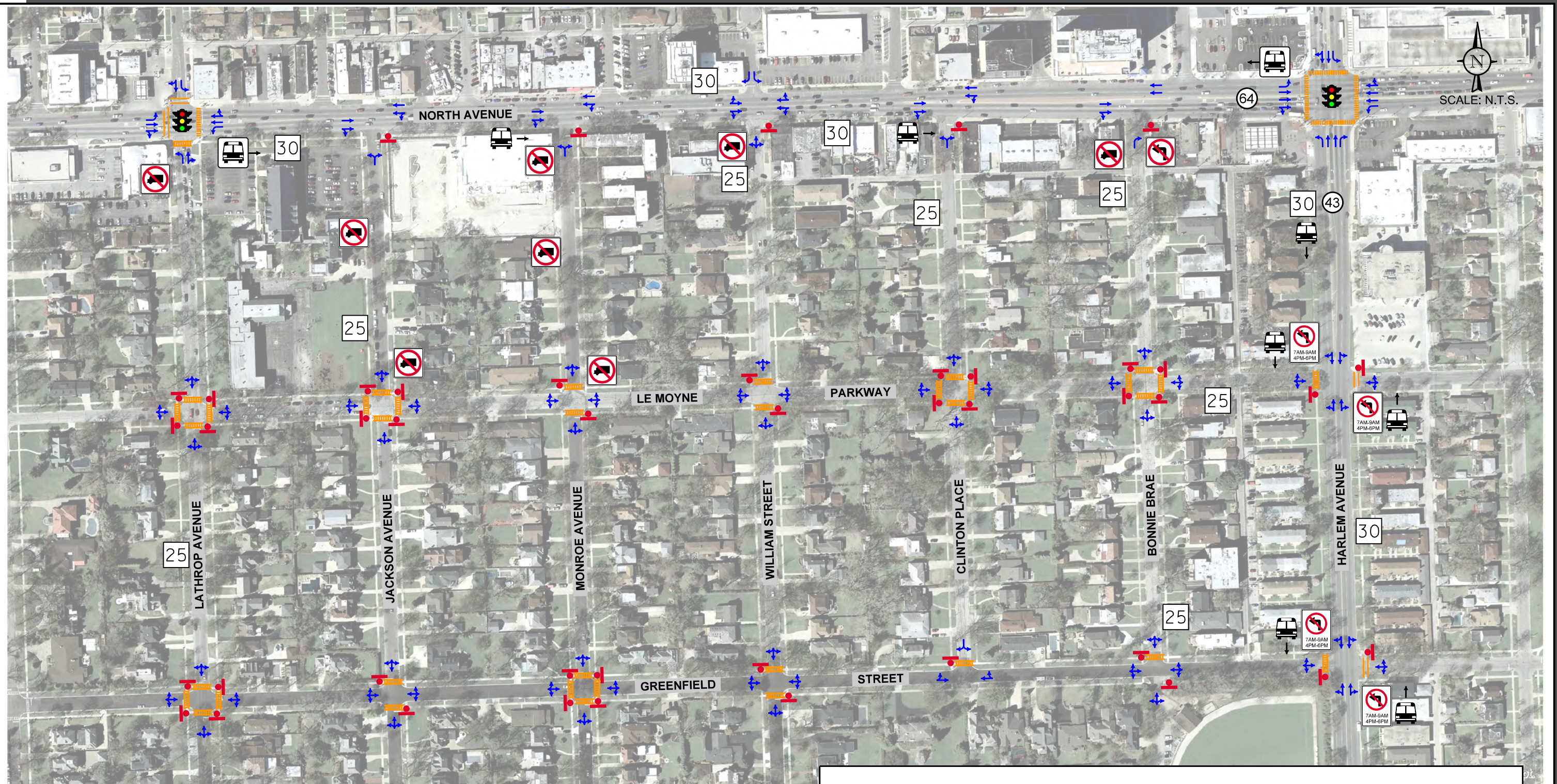
Report Figures



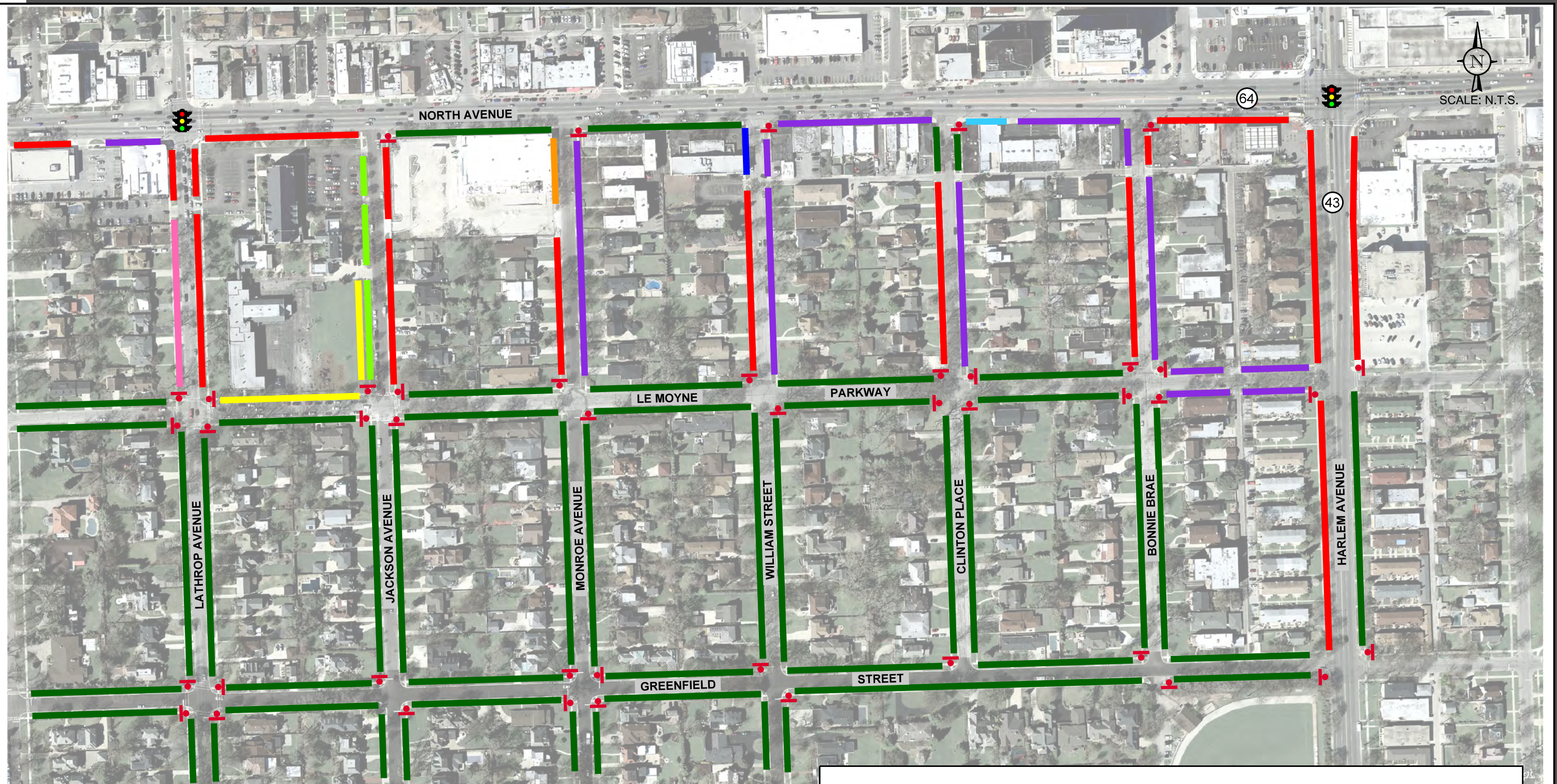
- - TURNING MOVEMENT COUNT
- ▬ - SPEED STUDY

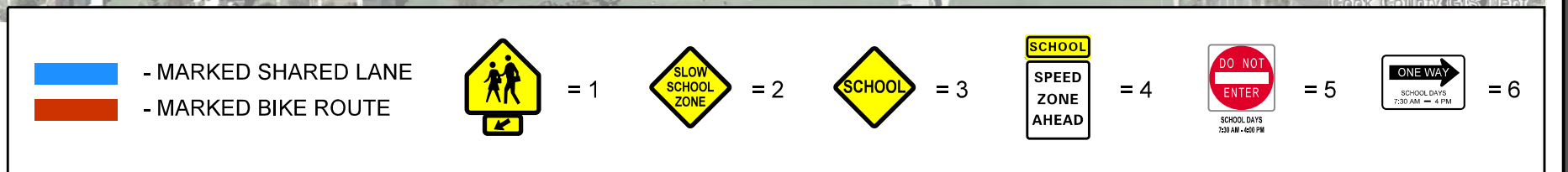
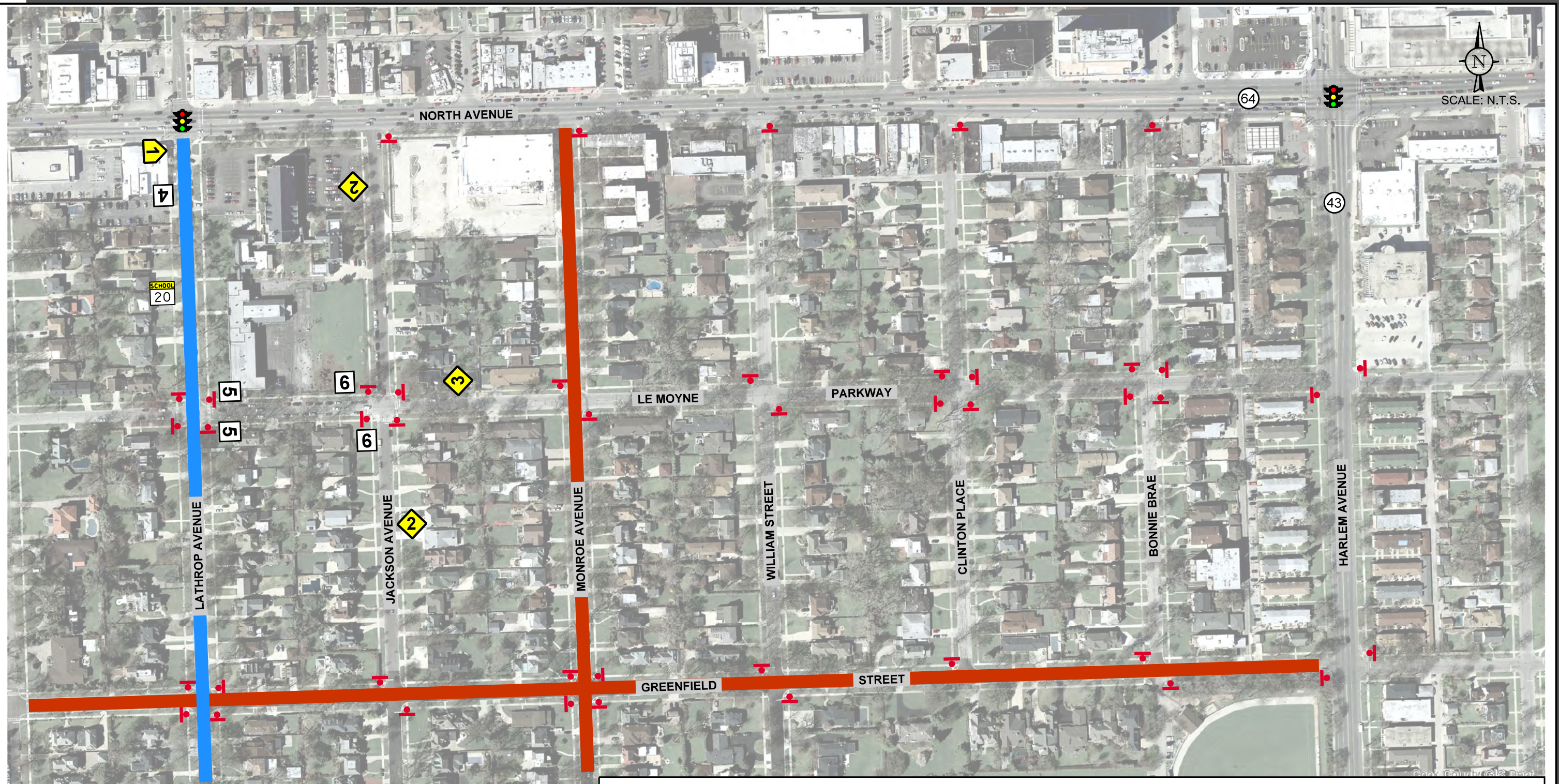
RIVER FOREST
NEIGHBORHOOD STUDY
RIVER FOREST, ILLINOIS

NEIGHBORHOOD STUDY AREA AND COUNT LOCATIONS



| | | |
|------------------|-------------------------|-----------------------------|
| - TRAVEL LANE | - SPEED LIMIT | - STANDARD CROSSWALK |
| - TRAFFIC SIGNAL | - BUS STOP | - HIGH VISIBILITY CROSSWALK |
| - STOP SIGN | - BUS STOP WITH SHELTER | - HIGH VISIBILITY CROSSWALK |



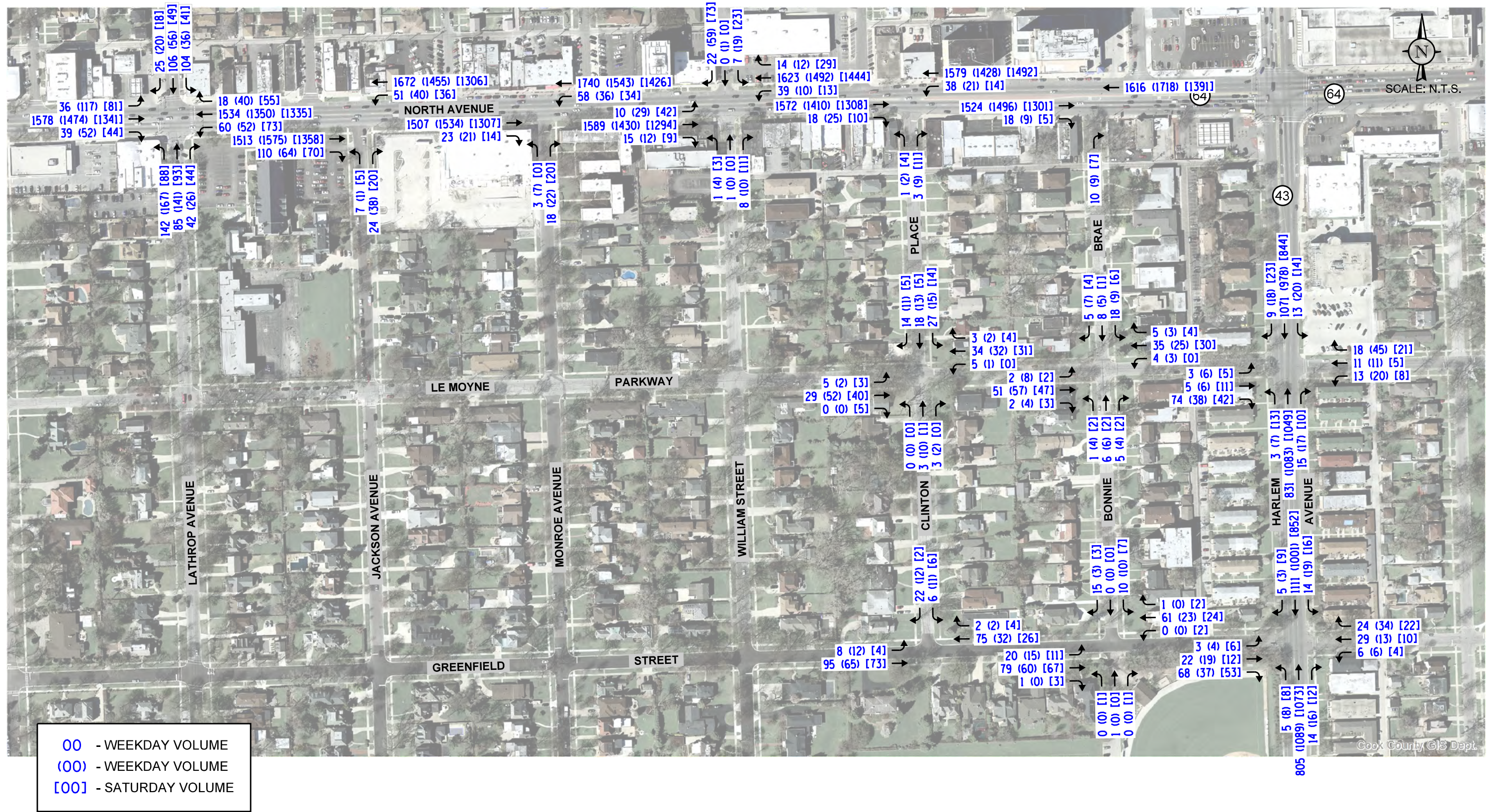




00 - WEEKDAY VOLUME
 (00) - SATURDAY VOLUME
 00 - AVERAGE DAILY TRAFFIC (ADT)



00 - AVERAGE SPEED
 (00) - 85TH PERCENTILE SPEED





- | | | | |
|--|---------------------------|--|---|
| | - 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]

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 | 0 | 2 | 9-18 | 1 |
| 01:00 | 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 | 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 | 0 | 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 | 0 | * | * |
| 06:00 | 2 | 1 | 1 | 0 | 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 | 0 | 8 | 16-25 | 7 |
| 08:00 | 1 | 3 | 4 | 0 | 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 | 0 | 14 | 15-24 | 8 |
| 10:00 | 4 | 7 | 10 | 0 | 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 | 0 | 20 | 16-25 | 16 |
| 12 PM | 2 | 6 | 15 | 5 | 0 | 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 | 0 | 24 | 16-25 | 19 |
| 14:00 | 5 | 5 | 6 | 6 | 2 | 0 | 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 | 0 | 23 | 16-25 | 17 |
| 16:00 | 3 | 5 | 7 | 3 | 0 | 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 | 0 | 8 | 13-22 | 4 |
| 18:00 | 0 | 2 | 1 | 1 | 1 | 0 | 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 | 0 | 12 | 16-25 | 8 |
| 20:00 | 1 | 2 | 1 | 0 | 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 | 0 | 5 | 15-24 | 4 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 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 | 0 | 3 | 14-23 | 2 |
| Total | 34 | 72 | 92 | 32 | 4 | 0 | 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% | 0.0% | | | |
| AM Peak | 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 | | | | | | | | | | | 12:00 | | |
| Vol. | 5 | 6 | 15 | 6 | 2 | | | | | | | | | | | 28 | | |
| Total | 229 | 396 | 560 | 189 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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% | 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

| Direction 2 | | | | | | | | | | | | | | | | | | Pace | | Number | |
|-------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|-------|----|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | Pace | | | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | | | | | |
| 03/04/22 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 2 | 15-24 | | | |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | 14-23 | | | |
| 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 | 21-30 | | | |
| 06:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 | 1 | 9-18 | | | |
| 07:00 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 4 | 11-20 | | | |
| 08:00 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 7 | 16-25 | | | |
| 09:00 | 4 | 8 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 16 | 16-25 | | | |
| 10:00 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 6 | 16-25 | | | |
| 11:00 | 5 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16-25 | 13 | 16-25 | | | |
| 12 PM | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 7 | 16-25 | | | |
| 13:00 | 2 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 11 | 16-25 | | | |
| 14:00 | 5 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 10 | 16-25 | | | |
| 15:00 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 9 | 16-25 | | | |
| 16:00 | 2 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 11 | 16-25 | | | |
| 17:00 | 4 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 11 | 16-25 | | | |
| 18:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15-24 | 5 | 15-24 | | | |
| 19:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9-18 | 3 | 9-18 | | | |
| 20:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 | 15-24 | | | |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | 14-23 | | | |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 | 9-18 | | | |
| 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 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 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 | 15 | 1 | 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 | |
| 03/03/22 | 0 | 1 | 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 | 1 | 1 | 9-18 | 1 | |
| 01:00 | 0 | 1 | 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 | 1 | 1 | 9-18 | 1 | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14-23 | 1 | |
| 05:00 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 21-30 | 2 | |
| 06:00 | 1 | 6 | 8 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 16-25 | 14 | |
| 07:00 | 10 | 11 | 16 | 7 | 3 | 1 | 7 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 16-25 | 27 | |
| 08:00 | 7 | 9 | 21 | 7 | 1 | 0 | 7 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 46 | 16-25 | 30 | |
| 09:00 | 12 | 14 | 13 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 16-25 | 27 | |
| 10:00 | 15 | 13 | 10 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 16-25 | 23 | |
| 11:00 | 11 | 18 | 16 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 16-25 | 34 | |
| 12 PM | 12 | 10 | 13 | 4 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 16-25 | 23 | |
| 13:00 | 8 | 10 | 16 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 38 | 16-25 | 26 | |
| 14:00 | 8 | 13 | 22 | 5 | 1 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 16-25 | 35 | |
| 15:00 | 14 | 11 | 19 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 16-25 | 30 | |
| 16:00 | 20 | 16 | 10 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | 16-25 | 26 | |
| 17:00 | 13 | 22 | 17 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 55 | 16-25 | 39 | |
| 18:00 | 7 | 16 | 16 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 16-25 | 32 | |
| 19:00 | 1 | 6 | 11 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 16-25 | 17 | |
| 20:00 | 5 | 4 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 16-25 | 8 | |
| 21:00 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 16-25 | 6 | |
| 22:00 | 1 | 2 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 19-28 | 6 | |
| 23:00 | 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 | 1 | 1 | 9-18 | 1 | |
| Total | 149 | 186 | 221 | 61 | 7 | 7 | 61 | 2 | 7 | 1.1% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0 | 626 | | | | |
| Percent | 23.8% | 29.7% | 35.3% | 9.7% | 1.1% | 1.1% | 9.7% | 0.3% | 1.1% | 0.7% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0 | 11:00 | | | | |
| AM Peak | 10:00 | 11:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | | | | | | | | | | | | | | | | | | 49 | | | |
| Vol. | 15 | 18 | 21 | 7 | 3 | 3 | 7 | 1 | 3 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| PM Peak | 16:00 | 17:00 | 14:00 | 14:00 | 12:00 | 12:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | | | | | | | | | | | | | | | | | | 17:00 | | | |
| Vol. | 20 | 22 | 22 | 22 | 5 | 1 | 5 | 2 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | 55 | | | |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-----|--|-------|--|--------|--|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | | Pace | | Number | | in | | Pace | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | 2 | | 15-24 | | 2 | | 1 | | 14-23 | |
| 03/04/22 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | | 0 | | 0 | | 0 | | 0 | |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | | 0 | | 0 | | 0 | |
| 02:00 | 0 | 0 | 0 | 0 | 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 | | 0 | | 0 | | 0 | | 0 | |
| 04:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | | 0 | | 0 | |
| 05:00 | 2 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | | 16-25 | | 7 | | 16-25 | | 7 | |
| 06:00 | 2 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | | 20-29 | | 7 | | 20-29 | | 7 | |
| 07:00 | 6 | 12 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 | | 21-30 | | 28 | | 21-30 | | 28 | |
| 08:00 | 6 | 4 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 39 | | 19-28 | | 28 | | 19-28 | | 28 | |
| 09:00 | 6 | 16 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | | 16-25 | | 29 | | 16-25 | | 29 | |
| 10:00 | 13 | 12 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 | | 16-25 | | 24 | | 16-25 | | 24 | |
| 11:00 | 12 | 23 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 56 | | 16-25 | | 39 | | 16-25 | | 39 | |
| 12 PM | 5 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 | | 16-25 | | 16 | | 16-25 | | 16 | |
| 13:00 | 5 | 13 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 37 | | 16-25 | | 30 | | 16-25 | | 30 | |
| 14:00 | 10 | 12 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 49 | | 16-25 | | 32 | | 16-25 | | 32 | |
| 15:00 | 11 | 13 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | | 16-25 | | 27 | | 16-25 | | 27 | |
| 16:00 | 3 | 16 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 42 | | 16-25 | | 32 | | 16-25 | | 32 | |
| 17:00 | 9 | 15 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 55 | | 16-25 | | 37 | | 16-25 | | 37 | |
| 18:00 | 1 | 12 | 14 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 | | 16-25 | | 26 | | 16-25 | | 26 | |
| 19:00 | 7 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | | 16-25 | | 8 | | 16-25 | | 8 | |
| 20:00 | 2 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | | 16-25 | | 10 | | 16-25 | | 10 | |
| 21:00 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | | 16-25 | | 6 | | 16-25 | | 6 | |
| 22:00 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | | 15-24 | | 4 | | 15-24 | | 4 | |
| 23:00 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | | 15-24 | | 3 | | 15-24 | | 3 | |
| Total | 105 | 174 | 218 | 73 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 | | 578 | | | | | | | | | |
| Percent | 18.2% | 30.1% | 37.7% | 12.6% | 1.4% | 0.0% | 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 | 08:00 | | | | | | | | | | 11:00 | | | | | | | | | | | |
| Vol. | 13 | 23 | 23 | 13 | 1 | | | | | | | | | | 56 | | | | | | | | | | | |
| PM Peak | 15:00 | 16:00 | 17:00 | 17:00 | 14:00 | | | | | | | | | | 17:00 | | | | | | | | | | | |
| Vol. | 11 | 16 | 22 | 9 | 2 | | | | | | | | | | 55 | | | | | | | | | | | |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|-------|------|--|--------|--|--------|--|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | | Pace | | Number | | in | | Pace | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | Pace | | Number | | in | | Pace | | Number | |
| 03/05/22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 | | 24-33 | | 1 | | 24-33 | | 1 | |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | | 14-23 | | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 2 | | 15-24 | | 2 | | 15-24 | | 2 | |
| 05:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | * | | * | | * | | * | | * | |
| 06:00 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 | | 16-25 | | 5 | | 16-25 | | 5 | |
| 07:00 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 | | 16-25 | | 6 | | 16-25 | | 6 | |
| 08:00 | 8 | 7 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 14 | | 16-25 | | 14 | | 16-25 | | 14 | |
| 09:00 | 3 | 7 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 19-28 | 21 | | 19-28 | | 21 | | 19-28 | | 21 | |
| 10:00 | 10 | 11 | 19 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 30 | | 16-25 | | 30 | | 16-25 | | 30 | |
| 11:00 | 8 | 17 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 16-25 | 37 | | 16-25 | | 37 | | 16-25 | | 37 | |
| 12 PM | 5 | 14 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 16-25 | 40 | | 16-25 | | 40 | | 16-25 | | 40 | |
| 13:00 | 7 | 12 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 16-25 | 29 | | 16-25 | | 29 | | 16-25 | | 29 | |
| 14:00 | 8 | 16 | 18 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 16-25 | 34 | | 16-25 | | 34 | | 16-25 | | 34 | |
| 15:00 | 9 | 8 | 11 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 16-25 | 19 | | 16-25 | | 19 | | 16-25 | | 19 | |
| 16:00 | 5 | 8 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 22 | | 16-25 | | 22 | | 16-25 | | 22 | |
| 17:00 | 5 | 11 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 22 | | 16-25 | | 22 | | 16-25 | | 22 | |
| 18:00 | 4 | 7 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 16-25 | 20 | | 16-25 | | 20 | | 16-25 | | 20 | |
| 19:00 | 5 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 12 | | 16-25 | | 12 | | 16-25 | | 12 | |
| 20:00 | 5 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19-28 | 5 | | 19-28 | | 5 | | 19-28 | | 5 | |
| 21:00 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 | | 16-25 | | 4 | | 16-25 | | 4 | |
| 22:00 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 | | 16-25 | | 4 | | 16-25 | | 4 | |
| 23:00 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 7 | | 16-25 | | 7 | | 16-25 | | 7 | |
| Total | 94 | 134 | 199 | 70 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 512 | | | | | | | | | | | |
| Percent | 18.4% | 26.2% | 38.9% | 13.7% | 2.5% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | | | | | | | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | | | | | | | | | | 11:00 | | | | | | | | | | | |
| Vol. | 10 | 17 | 20 | 9 | 3 | | | | | | | | | | 55 | | | | | | | | | | | |
| PM Peak | 15:00 | 14:00 | 12:00 | 12:00 | 14:00 | 15:00 | | | | | | | | | 12:00 | | | | | | | | | | | |
| Vol. | 9 | 16 | 26 | 9 | 2 | 1 | | | | | | | | | 55 | | | | | | | | | | | |

Latitude: 0' 0.0000 South

[illegible]

Latitude: 0' 0.0000 South

Direction 1

| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace | Number |
|----------|-------|-------|-------|-------|-------|-------|------|-------|------|------|------|------|------|------|-------|-------|---------|
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | Speed | in Pace |
| 03/18/22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10-19 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 06:00 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 |
| 07:00 | 1 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 6 |
| 08:00 | 1 | 4 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 11 |
| 09:00 | 0 | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 16 |
| 10:00 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 8 |
| 11:00 | 1 | 4 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 10 |
| 12 PM | 2 | 10 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 17 |
| 13:00 | 1 | 1 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16-25 | 22 |
| 14:00 | 0 | 2 | 18 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 21-30 | 22 |
| 15:00 | 1 | 3 | 23 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 21-30 | 29 |
| 16:00 | 0 | 8 | 33 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 21-30 | 46 |
| 17:00 | 0 | 3 | 26 | 14 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 21-30 | 62 |
| 18:00 | 2 | 7 | 17 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 21-30 | 40 |
| 19:00 | 1 | 2 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 21-30 | 27 |
| 20:00 | 0 | 3 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21-30 | 15 |
| 21:00 | 0 | 1 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19-28 | 13 |
| 22:00 | 1 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19-28 | 13 |
| 23:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 9 |
| Total | 13 | 68 | 226 | 132 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 4 |
| Percent | 2.8% | 14.5% | 48.3% | 28.2% | 5.1% | 0.9% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 468 | | |
| AM Peak | 06:00 | 07:00 | 11:00 | 11:00 | 06:00 | 11:00 | | | | | | | | | 11:00 | | |
| Vol. | 1 | 5 | 13 | 4 | 2 | 1 | | | | | | | | | 24 | | |
| PM Peak | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 17:00 | | 17:00 | | | | | | | 16:00 | | |
| Vol. | 2 | 10 | 33 | 29 | 5 | 2 | | 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 | 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 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26-35 |
| 01:00 | 1 | 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 | 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 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| 06:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 |
| 07:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 |
| 08:00 | 0 | 2 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 |
| 09:00 | 0 | 2 | 9 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21-30 |
| 10:00 | 1 | 1 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 21-30 |
| 11:00 | 2 | 3 | 9 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 21-30 |
| 12 PM | 1 | 5 | 17 | 16 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 21-30 |
| 13:00 | 1 | 3 | 22 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 |
| 14:00 | 0 | 3 | 21 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 21-30 |
| 15:00 | 2 | 6 | 17 | 12 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 21-30 |
| 16:00 | 0 | 4 | 18 | 15 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 21-30 |
| 17:00 | 0 | 8 | 15 | 19 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 21-30 |
| 18:00 | 2 | 3 | 13 | 14 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 21-30 |
| 19:00 | 0 | 3 | 13 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 21-30 |
| 20:00 | 2 | 0 | 8 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 |
| 21:00 | 0 | 3 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 20-29 |
| 22:00 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 |
| 23:00 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 |
| Total | 14 | 51 | 201 | 141 | 3 | 25 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 436 | 3 |
| Percent | 3.2% | 11.7% | 46.1% | 32.3% | 5.7% | 0.7% | 0.0% | 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 | 17:00 | 15:00 | | | 22:00 | | | | | | 17:00 | |
| Vol. | 2 | 8 | 22 | 19 | 4 | 1 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 | |
| Total | 63 | 245 | 908 | 513 | 85 | 17 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1833 | |
| Percent | 3.4% | 13.4% | 49.5% | 28.0% | 4.6% | 0.9% | 0.1% | 0.1% | 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

[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 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19-28 | 4 |
| 01:00 | | 0 | 1 | 0 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 06:00 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 2 |
| 07:00 | | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 10 |
| 08:00 | | 0 | 1 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21-30 | 17 |
| 09:00 | | 0 | 4 | 11 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 20 |
| 10:00 | | 2 | 7 | 26 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 21-30 | 53 |
| 11:00 | | 0 | 3 | 14 | 31 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 21-30 | 45 |
| 12 PM | | 1 | 7 | 17 | 24 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 21-30 | 41 |
| 13:00 | | 0 | 5 | 15 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 21-30 | 45 |
| 14:00 | | 1 | 3 | 19 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 21-30 | 40 |
| 15:00 | | 3 | 4 | 24 | 18 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 21-30 | 42 |
| 16:00 | | 0 | 2 | 10 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21-30 | 25 |
| 17:00 | | 0 | 3 | 19 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 21-30 | 32 |
| 18:00 | | 0 | 5 | 11 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 | 19 |
| 19:00 | | 1 | 8 | 6 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21-30 | 18 |
| 20:00 | | 1 | 3 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21-30 | 13 |
| 21:00 | | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 4 |
| 23:00 | | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 2 |
| Total | | 11 | 58 | 199 | 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 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 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

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Start Time | 15 | 1 | 16 | 20 | 21 | 25 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | | | | | | | | | | | | | | | Total | Pace | Number in Pace | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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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 | Number |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | Speed | in Pace |
| 03/18/22 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 01:00 | 0 | 1 | 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 | 1 | 14-23 | 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 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 2 |
| 05:00 | 0 | 2 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 8 |
| 06:00 | 1 | 1 | 13 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 | 19 |
| 07:00 | 4 | 12 | 32 | 17 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 21-30 | 49 |
| 08:00 | 2 | 15 | 40 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 21-30 | 63 |
| 09:00 | 2 | 12 | 30 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 19-28 | 43 |
| 10:00 | 3 | 9 | 23 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 21-30 | 39 |
| 11:00 | 2 | 16 | 42 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 21-30 | 61 |
| 12 PM | 3 | 20 | 40 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 67 |
| 13:00 | 2 | 7 | 35 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 21-30 | 59 |
| 14:00 | 1 | 6 | 47 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 21-30 | 79 |
| 15:00 | 3 | 10 | 53 | 66 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 21-30 | 119 |
| 16:00 | 0 | 15 | 61 | 47 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 21-30 | 108 |
| 17:00 | 3 | 8 | 56 | 42 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 21-30 | 98 |
| 18:00 | 3 | 17 | 41 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 21-30 | 62 |
| 19:00 | 2 | 9 | 28 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 21-30 | 51 |
| 20:00 | 0 | 6 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 19-28 | 25 |
| 21:00 | 0 | 4 | 18 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 20-29 | 24 |
| 22:00 | 1 | 3 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 21-30 | 18 |
| 23:00 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 |
| Total | 32 | 178 | 597 | 405 | 92 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1321 | | |
| Percent | 2.4% | 13.5% | 45.2% | 30.7% | 7.0% | 1.0% | 0.2% | 0.2% | 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 | | | | | | | | 11:00 | | |
| Vol. | 4 | 16 | 42 | 23 | 7 | 2 | 1 | | | | | | | | 88 | | |
| PM Peak | 12:00 | 12:00 | 16:00 | 15:00 | 15:00 | 16:00 | | 15:00 | | | | | | | 15:00 | | |
| Vol. | 3 | 20 | 61 | 66 | 11 | 4 | | 1 | | | | | | | 144 | | |

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 | Number | | | | | | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | Speed | in Pace | | | | | | |
| 03/19/22 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 16-25 | 6 | | | | | | |
| 01:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 19-28 | 2 | | | | | | |
| 02:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 20-29 | 2 | | | | | | |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 24-33 | 2 | | | | | | |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19-28 | 1 | | | | | | |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 19-28 | 2 | | | | | | |
| 06:00 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 18-27 | 5 | | | | | | |
| 07:00 | 0 | 3 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 21-30 | 10 | | | | | | |
| 08:00 | 2 | 4 | 22 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 21-30 | 29 | | | | | | |
| 09:00 | 1 | 6 | 29 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 59 | 21-30 | 47 | | | | | | |
| 10:00 | 5 | 10 | 36 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 69 | 21-30 | 52 | | | | | | |
| 11:00 | 3 | 16 | 54 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 105 | 21-30 | 81 | | | | | | |
| 12 PM | 2 | 13 | 66 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 125 | 21-30 | 102 | | | | | | |
| 13:00 | 6 | 10 | 55 | 36 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 113 | 21-30 | 91 | | | | | | |
| 14:00 | 1 | 9 | 41 | 42 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 103 | 21-30 | 83 | | | | | | |
| 15:00 | 3 | 14 | 41 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 96 | 21-30 | 69 | | | | | | |
| 16:00 | 2 | 9 | 41 | 36 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 96 | 21-30 | 77 | | | | | | |
| 17:00 | 0 | 12 | 42 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 87 | 21-30 | 68 | | | | | | |
| 18:00 | 1 | 6 | 30 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 70 | 21-30 | 53 | | | | | | |
| 19:00 | 0 | 5 | 16 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 21-30 | 35 | | | | | | |
| 20:00 | 0 | 9 | 15 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 33 | 16-25 | 24 | | | | | | |
| 21:00 | 1 | 1 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 21-30 | 24 | | | | | | |
| 22:00 | 0 | 5 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 16-25 | 15 | | | | | | |
| 23:00 | 2 | 6 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 16-25 | 14 | | | | | | |
| Total | 31 | 142 | 539 | 349 | 75 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1147 | 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 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|------|------|------|------|-------|-------|------|--|--------|--|--------|--|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | | Pace | | Number | | in | | Pace | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | Pace | | Number | | in | | Pace | | Number | |
| 03/20/22 | 1 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21-30 | 6 | | 21-30 | | 6 | | 21-30 | | 6 | |
| 01:00 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 | | 16-25 | | 3 | | 16-25 | | 3 | |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | | 14-23 | | 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 | | 9-18 | | 1 | | 9-18 | | 1 | |
| 06:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19-28 | 3 | | 19-28 | | 3 | | 19-28 | | 3 | |
| 07:00 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21-30 | 10 | | 21-30 | | 10 | | 21-30 | | 10 | |
| 08:00 | 0 | 3 | 13 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 21-30 | 28 | | 21-30 | | 28 | | 21-30 | | 28 | |
| 09:00 | 0 | 6 | 20 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 21-30 | 34 | | 21-30 | | 34 | | 21-30 | | 34 | |
| 10:00 | 3 | 8 | 46 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 21-30 | 77 | | 21-30 | | 77 | | 21-30 | | 77 | |
| 11:00 | 2 | 6 | 23 | 42 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 21-30 | 65 | | 21-30 | | 65 | | 21-30 | | 65 | |
| 12 PM | 2 | 12 | 34 | 40 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 21-30 | 74 | | 21-30 | | 74 | | 21-30 | | 74 | |
| 13:00 | 1 | 8 | 37 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 21-30 | 76 | | 21-30 | | 76 | | 21-30 | | 76 | |
| 14:00 | 1 | 6 | 40 | 37 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 21-30 | 77 | | 21-30 | | 77 | | 21-30 | | 77 | |
| 15:00 | 5 | 10 | 41 | 30 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 21-30 | 71 | | 21-30 | | 71 | | 21-30 | | 71 | |
| 16:00 | 0 | 6 | 28 | 30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 21-30 | 58 | | 21-30 | | 58 | | 21-30 | | 58 | |
| 17:00 | 0 | 11 | 34 | 32 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 21-30 | 66 | | 21-30 | | 66 | | 21-30 | | 66 | |
| 18:00 | 2 | 8 | 24 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 21-30 | 46 | | 21-30 | | 46 | | 21-30 | | 46 | |
| 19:00 | 1 | 11 | 19 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 21-30 | 38 | | 21-30 | | 38 | | 21-30 | | 38 | |
| 20:00 | 3 | 3 | 14 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 21-30 | 23 | | 21-30 | | 23 | | 21-30 | | 23 | |
| 21:00 | 0 | 4 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19-28 | 14 | | 19-28 | | 14 | | 19-28 | | 14 | |
| 22:00 | 2 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 21-30 | 6 | | 21-30 | | 6 | | 21-30 | | 6 | |
| 23:00 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 | 5 | | 21-30 | | 5 | | 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% | | | | | | | | | | | | |

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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 |
| | 01:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 2 |
| | 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 | 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 | * | * |
| | 07:00 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 08:00 | 0 | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19-28 | 7 |
| | 09:00 | 6 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 15-24 | 8 |
| | 10:00 | 4 | 5 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 13 |
| | 11:00 | 14 | 8 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 14 |
| 12 PM | | 3 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 15-24 | 14 |
| | 13:00 | 4 | 6 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16-25 | 14 |
| | 14:00 | 3 | 6 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 11 |
| | 15:00 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 12 |
| | 16:00 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19-28 | 4 |
| | 17:00 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11-20 | 6 |
| | 18:00 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 8 |
| | 19:00 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 8 |
| | 20:00 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19-28 | 4 |
| | 21:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 |
| | 22:00 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 4 |
| | 23:00 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19-28 | 4 |
| Total | | 40 | 64 | 67 | 40 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | | 1 |
| Percent | | 18.2% | 29.1% | 30.5% | 18.2% | 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 | | |
| Vol. | | 4 | 8 | 6 | 4 | 2 | 2 | | | | | | | | | 21 | | |
| Total | | 214 | 331 | 351 | 185 | 48 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1138 | | |
| Percent | | 18.8% | 29.1% | 30.8% | 16.3% | 4.2% | 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]

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 | | 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 | * | * |
| 02:00 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 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 | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 1 |
| 06:00 | | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10-19 | 2 |
| 07:00 | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 08:00 | | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 6 |
| 09:00 | | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 8 |
| 10:00 | | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15-24 | 5 |
| 11:00 | | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1-10 | 6 |
| 12 PM | | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 13-22 | 9 |
| 13:00 | | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 6 |
| 14:00 | | 3 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14-23 | 5 |
| 15:00 | | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 7 |
| 16:00 | | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15-24 | 10 |
| 17:00 | | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11-20 | 5 |
| 18:00 | | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 6 |
| 19:00 | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 20:00 | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 1 |
| 21:00 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 1 |
| 22:00 | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 1 |
| 23:00 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| Total | | 47 | 43 | 36 | 7 | 1 | 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% | | | |
| AM Peak | | 11:00 | 09:00 | 08:00 | 06:00 | | | | | | | | | | | 11:00 | | |
| Vol. | | 9 | 4 | 5 | 2 | | | | | | | | | | | 14 | | |
| PM Peak | | 12:00 | 16:00 | 15:00 | 14:00 | 14:00 | 1 | | | | | | | | | 12:00 | | |
| Vol. | | 7 | 8 | 5 | 2 | 1 | 1 | | | | | | | | | 16 | | |
| Total | | 215 | 222 | 186 | 37 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 665 | | |
| 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% | | | |

| | | |
|-------|--------------------------------|-----------|
| 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 | 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 |
| 03/03/22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14-23 | 1 | |
| 03:00 | 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 | 1 | 9-18 | 1 | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | |
| 05:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 2 | |
| 06:00 | 1 | 4 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 7 | |
| 07:00 | 6 | 10 | 11 | 11 | 9 | 9 | 6 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 16-25 | 21 | |
| 08:00 | 9 | 10 | 9 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 19 | |
| 09:00 | 6 | 17 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 16-25 | 29 | |
| 10:00 | 12 | 15 | 8 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16-25 | 23 | |
| 11:00 | 9 | 15 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 25 | |
| 12 PM | 8 | 13 | 19 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16-25 | 32 | |
| 13:00 | 3 | 14 | 11 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 25 | |
| 14:00 | 4 | 4 | 4 | 4 | 4 | 6 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 20-29 | 10 | |
| 15:00 | 7 | 13 | 14 | 14 | 2 | 4 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 27 | |
| 16:00 | 11 | 4 | 12 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 16-25 | 16 | |
| 17:00 | 10 | 15 | 15 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 30 | |
| 18:00 | 2 | 5 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 12 | |
| 19:00 | 6 | 0 | 8 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 20-29 | 10 | |
| 20:00 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15-24 | 8 | |
| 21:00 | 2 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 11 | |
| 22:00 | 3 | 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 | 6 | 20-29 | 3 | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | |
| Total | 101 | 148 | 157 | 157 | 32.3% | 11.5% | 56 | 18 | 3.7% | 5 | 1.0% | 1 | 0.2% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 486 | | |
| Percent | 20.8% | 30.5% | 32.3% | 32.3% | 32.3% | 11.5% | 11.5% | 3.7% | 3.7% | 1.0% | 1.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 10:00 | 09:00 | 09:00 | 09:00 | 09:00 | 07:00 | 07:00 | 10:00 | 10:00 | 06:00 | 06:00 | 11:00 | 11:00 | | | | | | | | | | | | | | | 10:00 | | |
| Vol. | 12 | 17 | 12 | 12 | 12 | 9 | 9 | 3 | 3 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | 42 | | |
| PM Peak | 16:00 | 17:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 14:00 | 14:00 | 13:00 | 13:00 | | | | | | | | | | | | | | | | | 12:00 | | |
| Vol. | 11 | 15 | 19 | 19 | 19 | 6 | 6 | 3 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | 42 | | |

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 | Number |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | Speed | in Pace |
| 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 | * | * |
| 02:00 | 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 |
| 04:00 | 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 |
| 06:00 | 2 | 4 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 19-28 | 8 |
| 07:00 | 2 | 7 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 22 |
| 08:00 | 7 | 10 | 7 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 17 |
| 09:00 | 9 | 14 | 20 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 16-25 | 34 |
| 10:00 | 8 | 7 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16-25 | 26 |
| 11:00 | 12 | 18 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 16-25 | 35 |
| 12 PM | 9 | 11 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 21 |
| 13:00 | 5 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 16-25 | 21 |
| 14:00 | 5 | 12 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 16-25 | 24 |
| 15:00 | 10 | 9 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 16-25 | 20 |
| 16:00 | 5 | 21 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 32 |
| 17:00 | 8 | 7 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 15 |
| 18:00 | 9 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 16-25 | 15 |
| 19:00 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15-24 | 8 |
| 20:00 | 2 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21-30 | 9 |
| 21:00 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 7 |
| 22:00 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13-22 | 3 |
| 23:00 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15-24 | 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 | Number in Pace | | | | | | | | | | | | | | |
| | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | | | | | | | | | | | | | | | |
| 03/05/22 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 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 | 1 | 14-23 | 1 | | | | | | | | | | | | | | |
| 04:00 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 | | | | | | | | | | | | | | |
| 05:00 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 | | | | | | | | | | | | | | |
| 06:00 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 6 | | | | | | | | | | | | | | |
| 07:00 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 8 | | | | | | | | | | | | | | |
| 08:00 | 3 | 8 | 12 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16-25 | 20 | | | | | | | | | | | | | | |
| 09:00 | 9 | 14 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 16-25 | 24 | | | | | | | | | | | | | | |
| 10:00 | 16 | 12 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 27 | | | | | | | | | | | | | | |
| 11:00 | 22 | 19 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 16-25 | 32 | | | | | | | | | | | | | | |
| 12 PM | 11 | 15 | 14 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 16-25 | 29 | | | | | | | | | | | | | | |
| 13:00 | 9 | 9 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 16-25 | 15 | | | | | | | | | | | | | | |
| 14:00 | 14 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 15-24 | 19 | | | | | | | | | | | | | | |
| 15:00 | 17 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 11-20 | 18 | | | | | | | | | | | | | | |
| 16:00 | 8 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 11-20 | 9 | | | | | | | | | | | | | | |
| 17:00 | 4 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 21-30 | 11 | | | | | | | | | | | | | | |
| 18:00 | 5 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 11-20 | 8 | | | | | | | | | | | | | | |
| 19:00 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 7 | | | | | | | | | | | | | | |
| 20:00 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 | | | | | | | | | | | | | | |
| 21:00 | 3 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 3 | | | | | | | | | | | | | | |
| 22:00 | 6 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15-24 | 6 | | | | | | | | | | | | | | |
| 23:00 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20-29 | 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 | Pace | | Number | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|-------|--------|------|
| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 | Total | Speed | in | Pace |
| 03:17:22 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29-38 | 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 | 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 | 14-23 | 1 | |
| 05:00 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 31-40 | 3 | |
| 06:00 | 2 | 0 | 4 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 6 | |
| 07:00 | 2 | 8 | 11 | 26 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 26-35 | 42 | |
| 08:00 | 0 | 5 | 9 | 21 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 26-35 | 35 | |
| 09:00 | 0 | 5 | 9 | 10 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 21-30 | 19 | |
| 10:00 | 0 | 6 | 8 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21-30 | 19 | |
| 11:00 | 3 | 4 | 16 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 21-30 | 32 | |
| 12 PM | 0 | 3 | 17 | 12 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 21-30 | 29 | |
| 13:00 | 6 | 6 | 16 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 21-30 | 30 | |
| 14:00 | 4 | 12 | 24 | 14 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 21-30 | 38 | |
| 15:00 | 3 | 18 | 17 | 23 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 21-30 | 40 | |
| 16:00 | 6 | 6 | 25 | 24 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 21-30 | 49 | |
| 17:00 | 7 | 10 | 23 | 26 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 21-30 | 49 | |
| 18:00 | 3 | 4 | 16 | 12 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 21-30 | 28 | |
| 19:00 | 0 | 0 | 12 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 23 | |
| 20:00 | 1 | 0 | 5 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 26-35 | 19 | |
| 21:00 | 2 | 1 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 24-33 | 6 | |
| 22:00 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 24-33 | 5 | |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 | |
| Total | 39 | 89 | 217 | 240 | 146 | 44 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 787 | | | |
| Percent | 5.0% | 11.3% | 27.6% | 30.5% | 18.6% | 5.6% | 1.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |
| AM Peak | 11:00 | 07:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 09:00 | | | | | | | 07:00 | | | |
| Vol. | 3 | 8 | 16 | 26 | 16 | 9 | 2 | 2 | 1 | | | | | | | 74 | | | |
| PM Peak | 17:00 | 15:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | | | | | | | | | 16:00 | | | |
| Vol. | 7 | 18 | 25 | 26 | 18 | 4 | 1 | | | | | | | | | 83 | | | |

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 |
| 03/19/22 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 3 |
| | 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 1 |
| | 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 | 1 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| | 04:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10-19 | 2 |
| | 05:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29-38 | 2 |
| | 06:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 |
| | 07:00 | 0 | 1 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 26-35 | 7 |
| | 08:00 | 1 | 3 | 9 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20-29 | 14 |
| | 09:00 | 0 | 6 | 6 | 8 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 25-34 | 16 |
| | 10:00 | 0 | 3 | 16 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 21-30 | 26 |
| | 11:00 | 2 | 6 | 22 | 17 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 21-30 | 39 |
| | 12 PM | 1 | 7 | 17 | 13 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 21-30 | 30 |
| | 13:00 | 1 | 5 | 20 | 19 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 21-30 | 39 |
| | 14:00 | 2 | 4 | 18 | 25 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 21-30 | 43 |
| | 15:00 | 2 | 8 | 8 | 10 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 26-35 | 26 |
| | 16:00 | 2 | 7 | 17 | 19 | 11 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 64 | 21-30 | 36 |
| | 17:00 | 1 | 7 | 15 | 23 | 13 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 64 | 21-30 | 38 |
| | 18:00 | 2 | 5 | 11 | 25 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 54 | 21-30 | 36 |
| | 19:00 | 0 | 1 | 8 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 21-30 | 17 |
| | 20:00 | 0 | 2 | 8 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 21-30 | 19 |
| | 21:00 | 0 | 0 | 5 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 26-35 | 14 |
| | 22:00 | 0 | 1 | 6 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21-30 | 11 |
| | 23:00 | 0 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 8 |
| Total | 16 | 69 | 196 | 217 | 147 | 45 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 706 | | |
| Percent | 2.3% | 9.8% | 27.8% | 30.7% | 20.8% | 6.4% | 1.6% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 09:00 | 11:00 | 11:00 | 11:00 | 09:00 | 09:00 | | | | | | | | 11:00 | | |
| Vol. | 2 | 6 | 22 | 17 | 15 | 3 | 1 | | | | | | | | 65 | | |
| PM Peak | 14:00 | 15:00 | 13:00 | 14:00 | 13:00 | 13:00 | 12:00 | 16:00 | | | | | | | 14:00 | | |
| Vol. | 2 | 8 | 20 | 25 | 16 | 8 | 2 | 2 | | | | | | | 71 | | |

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 | | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 |
| | 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 |
| | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34-43 |
| | 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 07:00 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20-29 |
| | 08:00 | 0 | 1 | 6 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 |
| | 09:00 | 0 | 0 | 8 | 8 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21-30 |
| | 10:00 | 2 | 4 | 10 | 15 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 |
| | 11:00 | 1 | 4 | 11 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 21-30 |
| | 12 PM | 2 | 8 | 28 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 21-30 |
| | 13:00 | 7 | 7 | 20 | 27 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 21-30 |
| | 14:00 | 1 | 3 | 25 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 21-30 |
| | 15:00 | 3 | 6 | 13 | 17 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 21-30 |
| | 16:00 | 4 | 7 | 21 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 21-30 |
| | 17:00 | 1 | 9 | 21 | 20 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 21-30 |
| | 18:00 | 2 | 3 | 12 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 21-30 |
| | 19:00 | 0 | 2 | 6 | 18 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 26-35 |
| | 20:00 | 2 | 2 | 6 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 21-30 |
| | 21:00 | 0 | 0 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 25-34 |
| | 22:00 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 |
| | 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 |
| Total | | 25 | 57 | 193 | 205 | 93 | 37 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 622 | |
| 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% | | |
| AM Peak | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 09:00 | 09:00 | 10:00 | 10:00 | | | | | | | 10:00 | |
| Vol. | 2 | 4 | 11 | 17 | 8 | 7 | 7 | 3 | 1 | | | | | | | 42 | |
| PM Peak | 13:00 | 17:00 | 12:00 | 13:00 | 16:00 | 14:00 | 14:00 | 17:00 | | | | | | | | 13:00 | |
| Vol. | 7 | 9 | 28 | 27 | 13 | 4 | 4 | 2 | | | | | | | | 74 | |
| Total | 113 | 304 | 811 | 922 | 537 | 193 | 193 | 47 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 2942 | |
| Percent | 3.8% | 10.3% | 27.6% | 31.3% | 18.3% | 6.6% | 6.6% | 1.6% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | |

| | | |
|-------|--------------------------------|-----------|
| 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 | 99 | 999 | | Speed | in Pace |
| 03/20/22 | 0 | 1 | 1 | 0 | 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 | 1 | 0 | 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 | 1 | 0 | 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 | 0 | * | * |
| 06:00 | 0 | 4 | 0 | 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 | 0 | 6 | 11-20 | 6 |
| 08:00 | 2 | 18 | 0 | 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 | 0 | 21 | 16-25 | 20 |
| 10:00 | 7 | 18 | 1 | 0 | 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 | 0 | 26 | 15-24 | 22 |
| 12 PM | 13 | 23 | 2 | 0 | 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 | 0 | 30 | 11-20 | 19 |
| 14:00 | 7 | 17 | 1 | 0 | 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 | 0 | 30 | 11-20 | 26 |
| 16:00 | 3 | 24 | 0 | 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 | 0 | 26 | 11-20 | 19 |
| 18:00 | 10 | 17 | 0 | 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 | 0 | 24 | 12-21 | 18 |
| 20:00 | 4 | 5 | 2 | 0 | 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 | 0 | 3 | 15-24 | 2 |
| 22:00 | 1 | 3 | 1 | 0 | 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 | 0 | 1 | 9-18 | 1 |
| Total | 95 | 246 | 13 | 0 | 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% | 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 | 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% | 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 | 15 | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace | Speed | Number in Pace | | | | | | | | |
| 03/17/22 | 0 | 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 | 0 | * | | | | | | | | |
| 02:00 | 0 | 1 | 0 | 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 | 0 | 0 | * | | | | | | | | |
| 04:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 2 | 2 | | | | | | | | |
| 05:00 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 3 | 3 | | | | | | | | |
| 06:00 | 2 | 4 | 4 | 4 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16-25 | 8 | 8 | | | | | | | | |
| 07:00 | 9 | 20 | 12 | 12 | 26 | 16 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 26-35 | 42 | 42 | | | | | | | | |
| 08:00 | 5 | 19 | 12 | 12 | 21 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 26-35 | 35 | 35 | | | | | | | | |
| 09:00 | 5 | 16 | 11 | 11 | 10 | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 27 | 27 | | | | | | | | |
| 10:00 | 3 | 30 | 11 | 11 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 16-25 | 41 | 41 | | | | | | | | |
| 11:00 | 10 | 25 | 18 | 18 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 16-25 | 43 | 43 | | | | | | | | |
| 12 PM | 10 | 22 | 19 | 12 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 41 | 41 | | | | | | | | |
| 13:00 | 13 | 24 | 17 | 14 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 41 | 41 | | | | | | | | |
| 14:00 | 15 | 37 | 24 | 14 | 10 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 16-25 | 61 | 61 | | | | | | | | |
| 15:00 | 17 | 33 | 17 | 23 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 16-25 | 50 | 50 | | | | | | | | |
| 16:00 | 31 | 30 | 26 | 24 | 24 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 16-25 | 56 | 56 | | | | | | | | |
| 17:00 | 22 | 27 | 24 | 24 | 26 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 16-25 | 51 | 51 | | | | | | | | |
| 18:00 | 11 | 23 | 17 | 12 | 12 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 16-25 | 40 | 40 | | | | | | | | |
| 19:00 | 5 | 15 | 13 | 11 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 28 | 28 | | | | | | | | |
| 20:00 | 5 | 7 | 7 | 11 | 11 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 24-33 | 19 | 19 | | | | | | | | |
| 21:00 | 5 | 2 | 3 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 20-29 | 7 | 7 | | | | | | | | |
| 22:00 | 1 | 3 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26-35 | 5 | 5 | | | | | | | | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25-34 | 2 | 2 | | | | | | | | |
| Total | 170 | 340 | 239 | 239 | 241 | 146 | 44 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1192 | | | | | | | | | | | |
| Percent | 14.3% | 28.5% | 20.1% | 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 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 09:00 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 07:00 | | | | | | | | | | | |
| Vol. | 10 | 30 | 18 | 18 | 26 | 16 | 9 | 2 | 2 | 1 | | | | | | 94 | | | | | | | | | | | |
| PM Peak | 16:00 | 14:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | | | | | | | | 16:00 | | | | | | | | | | | |
| Vol. | 31 | 37 | 26 | 26 | 26 | 18 | 4 | 1 | | | | | | | | 133 | | | | | | | | | | | |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|---------|--|--|--|--|--|--|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in Pace | | | | | | | | | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | | | | | | | | | | |
| 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 | | | | | | | | | 2 | |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24-33 | 2 | | | | | | | | 1 | |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 | | | | | | | | 3 | |
| 04:00 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 | | | | | | | | 8 | |
| 05:00 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 24-33 | 5 | | | | | | | | 7 | |
| 06:00 | 2 | 4 | 2 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 21-30 | 53 | | | | | | | | | |
| 07:00 | 6 | 16 | 27 | 26 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 16-25 | 36 | | | | | | | | | |
| 08:00 | 6 | 24 | 12 | 19 | 10 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 59 | 16-25 | 30 | | | | | | | | | |
| 09:00 | 3 | 15 | 15 | 11 | 8 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 16-25 | 37 | | | | | | | | | |
| 10:00 | 7 | 23 | 14 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 16-25 | 37 | | | | | | | | | |
| 11:00 | 8 | 23 | 14 | 21 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 16-25 | 50 | | | | | | | | | |
| 12 PM | 14 | 34 | 16 | 21 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 16-25 | 35 | | | | | | | | | |
| 13:00 | 16 | 20 | 15 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 20-29 | 40 | | | | | | | | | |
| 14:00 | 9 | 23 | 15 | 25 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 114 | 16-25 | 55 | | | | | | | | | |
| 15:00 | 19 | 43 | 12 | 19 | 16 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 116 | 16-25 | 61 | | | | | | | | | |
| 16:00 | 10 | 36 | 25 | 16 | 18 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 92 | 16-25 | 42 | | | | | | | | | |
| 17:00 | 12 | 24 | 18 | 16 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 16-25 | 44 | | | | | | | | | |
| 18:00 | 10 | 30 | 14 | 17 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 16-25 | 25 | | | | | | | | | |
| 19:00 | 9 | 16 | 9 | 12 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 16-25 | 25 | | | | | | | | | |
| 20:00 | 8 | 14 | 11 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21-30 | 10 | | | | | | | | | |
| 21:00 | 7 | 3 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 6 | | | | | | | | | |
| 22:00 | 4 | 1 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 15-24 | 8 | | | | | | | | | |
| 23:00 | 2 | 5 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1249 | | | | | | | | | | | |
| Total | 153 | 364 | 232 | 260 | 151 | 67 | 16 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | | | | | | | | | | | | |
| 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 Time | 15 | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace | Speed | Number in Pace |
| | | | | | | | | | | | | | | | | | | | |
| 03/20/22 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21-30 | 4 | |
| 01:00 | 0 | 0 | 0 | 1 | 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 | 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 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 2 | |
| 05:00 | 0 | 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 | 0 | 4 | 11-20 | 4 | |
| 07:00 | 0 | 6 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 8 | |
| 08:00 | 2 | 19 | 6 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 25 | |
| 09:00 | 1 | 17 | 11 | 8 | 8 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 16-25 | 28 | |
| 10:00 | 9 | 22 | 11 | 15 | 15 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 16-25 | 33 | |
| 11:00 | 5 | 25 | 12 | 17 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 16-25 | 37 | |
| 12 PM | 15 | 31 | 30 | 17 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 16-25 | 61 | |
| 13:00 | 24 | 20 | 20 | 27 | 27 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 21-30 | 47 | |
| 14:00 | 8 | 20 | 26 | 15 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 46 | |
| 15:00 | 9 | 30 | 13 | 17 | 17 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 16-25 | 43 | |
| 16:00 | 7 | 31 | 21 | 12 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 16-25 | 52 | |
| 17:00 | 12 | 24 | 21 | 20 | 20 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 16-25 | 45 | |
| 18:00 | 12 | 20 | 12 | 17 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 16-25 | 32 | |
| 19:00 | 7 | 18 | 7 | 18 | 18 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 21-30 | 25 | |
| 20:00 | 6 | 7 | 8 | 7 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 15 | |
| 21:00 | 1 | 2 | 1 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 25-34 | 8 | |
| 22:00 | 1 | 4 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 6 | |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9-18 | 1 | |
| Total | 120 | 303 | 206 | 205 | 205 | 93 | 37 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 976 | | | |
| Percent | 12.3% | 31.0% | 21.1% | 21.0% | 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 | 11:00 | 09:00 | 09:00 | 10:00 | 10:00 | | | | | | | 10:00 | | | |
| Vol. | 9 | 25 | 12 | 17 | 17 | 8 | 7 | 3 | 1 | | | | | | | 68 | | | |
| PM Peak | 13:00 | 12:00 | 12:00 | 13:00 | 13:00 | 16:00 | 14:00 | 17:00 | | | | | | | | 13:00 | | | |
| Vol. | 24 | 31 | 30 | 27 | 27 | 13 | 4 | 2 | | | | | | | | 104 | | | |
| Total | 557 | 1329 | 902 | 923 | 923 | 537 | 193 | 47 | 9 | 4 | 1 | 1 | 0 | 0 | 0 | 4503 | | | |
| Percent | 12.4% | 29.5% | 20.0% | 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 | * | * |
| 01:00 | | 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 | * | * |
| 03:00 | | 1 | 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 | 1 | 9-18 | 1 |
| 05:00 | | 1 | 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 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 46-55 | 2 |
| 07:00 | | 2 | 4 | 4 | 10 | 5 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 24-33 | 15 |
| 08:00 | | 3 | 2 | 12 | 11 | 11 | 8 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 21-30 | 23 |
| 09:00 | | 3 | 1 | 1 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 25-34 | 6 |
| 10:00 | | 3 | 0 | 5 | 9 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 25-34 | 16 |
| 11:00 | | 3 | 8 | 5 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 34 | 16-25 | 13 |
| 12 PM | | 1 | 4 | 1 | 10 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 24-33 | 12 |
| 13:00 | | 1 | 3 | 8 | 8 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21-30 | 16 |
| 14:00 | | 4 | 1 | 4 | 12 | 4 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21-30 | 16 |
| 15:00 | | 9 | 2 | 8 | 11 | 11 | 7 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 55 | 26-35 | 22 |
| 16:00 | | 1 | 4 | 4 | 7 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 | 11 |
| 17:00 | | 2 | 2 | 8 | 8 | 6 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 21-30 | 16 |
| 18:00 | | 7 | 4 | 14 | 15 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 21-30 | 29 |
| 19:00 | | 1 | 1 | 4 | 4 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21-30 | 8 |
| 20:00 | | 0 | 1 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 26-35 | 6 |
| 21:00 | | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 6 |
| 22:00 | | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29-38 | 1 |
| Total | | 43 | 39 | 86 | 123 | 83 | 57 | 39 | 14 | 3 | 0 | 1 | 0 | 0 | 0 | 488 | | |
| Percent | | 8.8% | 8.0% | 17.6% | 25.2% | 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 | 07:00 | 07:00 | 06:00 | | 11:00 | | | | 08:00 | | |
| Vol. | | 3 | 8 | 12 | 11 | 11 | 8 | 5 | 3 | 1 | | 1 | | | | 54 | | |
| PM Peak | | 15:00 | 12:00 | 18:00 | 18:00 | 15:00 | 15:00 | 12:00 | 14:00 | 15:00 | | | | | | 15:00 | | |
| Vol. | | 9 | 4 | 14 | 15 | 11 | 7 | 5 | 2 | 1 | | | | | | 55 | | |

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 |
| 03:04:22 | | 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 | 1 | 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 | Time | 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 | 11:00 | 10:00 | 09:00 | 09:00 | 10:00 | | | | | | | 11:00 | | |
| Vol. | 6 | 3 | 9 | 8 | 8 | 8 | 8 | 2 | 1 | | | | | | | 35 | | |
| PM Peak | 17:00 | 18:00 | 12:00 | 13:00 | 16:00 | 16:00 | 13:00 | 13:00 | 16:00 | 12:00 | 16:00 | 12:00 | | | | 16:00 | | |
| Vol. | 4 | 6 | 9 | 17 | 16 | 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 | | 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 | | | | | | | | | | | | | | | | | | |
| 10 MPH Pace Speed : | | | | | | | | | | | | | | | | | | |
| Number in Pace : | | | | | | | | | | | | | | | | | | |
| Percent 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 : 26-35 MPH
Number in Pace : 698
Percent in Pace : 43.9%
Number of Vehicles > 25 MPH : 1069
Percent of Vehicles > 25 MPH : 67.3%
Mean Speed(Average) : 29 MPH

Latitude: 0' 0.0000 South

[illegible]

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 |
| 03:06/22 | | 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 | 1 | 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 | 15 | 1 | 16 | 20 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Pace | Speed | Number in Pace | | | | | | | | | |
| 03/05/22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 | 19-28 | 1 | | | | | | | | |
| 01:00 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14-23 | 3 | 14-23 | 3 | | | | | | | | |
| 02:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13-22 | 3 | 13-22 | 3 | | | | | | | | |
| 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 | 0 | 0 | 14-23 | 1 | 14-23 | 1 | | | | | | | | |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 | 9-18 | 1 | | | | | | | | |
| 06:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 2 | 14-23 | 2 | | | | | | | | |
| 07:00 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14-23 | 6 | 14-23 | 6 | | | | | | | | |
| 08:00 | 2 | 9 | 6 | 3 | 5 | 4 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16-25 | 15 | 16-25 | 15 | | | | | | | | |
| 09:00 | 3 | 12 | 6 | 4 | 3 | 8 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16-25 | 18 | 16-25 | 18 | | | | | | | | |
| 10:00 | 6 | 13 | 5 | 6 | 3 | 1 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 18 | 16-25 | 18 | | | | | | | | |
| 11:00 | 14 | 17 | 9 | 8 | 8 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 16-25 | 26 | 16-25 | 26 | | | | | | | | |
| 12 PM | 11 | 18 | 10 | 8 | 8 | 3 | 8 | 3 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 63 | 16-25 | 28 | 16-25 | 28 | | | | | | | | |
| 13:00 | 2 | 7 | 5 | 17 | 9 | 5 | 9 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 26-35 | 26 | 26-35 | 26 | | | | | | | | |
| 14:00 | 12 | 7 | 10 | 9 | 7 | 7 | 7 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 20-29 | 19 | 20-29 | 19 | | | | | | | | |
| 15:00 | 10 | 18 | 7 | 11 | 10 | 7 | 10 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 67 | 16-25 | 25 | 16-25 | 25 | | | | | | | | |
| 16:00 | 6 | 10 | 3 | 12 | 16 | 4 | 16 | 6 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 62 | 26-35 | 28 | 26-35 | 28 | | | | | | | | |
| 17:00 | 11 | 6 | 10 | 5 | 4 | 5 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 16 | 16-25 | 16 | | | | | | | | |
| 18:00 | 7 | 13 | 5 | 11 | 2 | 3 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 43 | 16-25 | 18 | 16-25 | 18 | | | | | | | | |
| 19:00 | 2 | 5 | 4 | 4 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16-25 | 9 | 16-25 | 9 | | | | | | | | |
| 20:00 | 5 | 6 | 2 | 4 | 4 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 11-20 | 8 | 11-20 | 8 | | | | | | | | |
| 21:00 | 3 | 3 | 0 | 3 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 26-35 | 4 | 26-35 | 4 | | | | | | | | |
| 22:00 | 3 | 1 | 2 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 31-40 | 5 | 31-40 | 5 | | | | | | | | |
| 23:00 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24-33 | 3 | 24-33 | 3 | | | | | | | | |
| Total | 98 | 156 | 89 | 110 | 92 | 68 | 92 | 68 | 21 | 9 | 3 | 2 | 1 | 0 | 0 | 0 | 649 | | | | | | | | | | | | |
| Percent | 15.1% | 24.0% | 13.7% | 16.9% | 14.2% | 10.5% | 14.2% | 10.5% | 3.2% | 1.4% | 0.5% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | | | | | | | | | | | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 09:00 | 10:00 | 09:00 | 09:00 | 10:00 | | | | | | | 11:00 | | | | | | | | | | | | |
| Vol. | 14 | 17 | 9 | 8 | 8 | 8 | 8 | 8 | 2 | 1 | 12:00 | 16:00 | 12:00 | 12:00 | | | 57 | | | | | | | | | | | | |
| PM Peak | 14:00 | 12:00 | 12:00 | 13:00 | 16:00 | 13:00 | 13:00 | 13:00 | 13:00 | 16:00 | 12:00 | 16:00 | 12:00 | 12:00 | | | 15:00 | | | | | | | | | | | | |
| Vol. | 12 | 18 | 10 | 17 | 16 | 9 | 16 | 9 | 5 | 4 | 1 | 1 | 1 | 1 | | | 67 | | | | | | | | | | | | |

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 | 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 | 1 | 0 | 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 | 14 | 4 | 1 | 1 | | | | | | | | 41 | | |
| PM Peak | 16:00 | 13:00 | 18:00 | 12:00 | 12:00 | 12:00 | 21:00 | | | | | | | | | 12:00 | | |
| Vol. | 4 | 14 | 30 | 18 | 7 | 2 | | | | | | | | | | 61 | | |
| Total | 149 | 578 | 1425 | 812 | 239 | 45 | | | | | | | | | | 3257 | | |
| Percent | 4.6% | 17.7% | 43.8% | 24.9% | 7.3% | 1.4% | | | | | | | | | | | | |

| | | |
|-------|--------------------------------|-----------|
| 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]

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 | 999 | Speed | in Pace |
| 03/20/22 | | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 |
| 01:00 | | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9-18 |
| 02:00 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 |
| 03:00 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24-33 |
| 04:00 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 |
| 05:00 | | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 |
| 06:00 | | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 |
| 07:00 | | 0 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 |
| 08:00 | | 0 | 2 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 21-30 |
| 09:00 | | 1 | 3 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 |
| 10:00 | | 1 | 4 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 19-28 |
| 11:00 | | 7 | 5 | 17 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 21-30 |
| 12 PM | | 1 | 11 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 16-25 |
| 13:00 | | 2 | 5 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 21-30 |
| 14:00 | | 6 | 5 | 19 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 |
| 15:00 | | 1 | 3 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21-30 |
| 16:00 | | 4 | 4 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 20-29 |
| 17:00 | | 2 | 5 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 21-30 |
| 18:00 | | 3 | 4 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 21-30 |
| 19:00 | | 1 | 5 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 |
| 20:00 | | 3 | 2 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 21-30 |
| 21:00 | | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 |
| 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 |
| 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 |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

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

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|-------|-------|---------|--|--|--|--|--|--|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in Pace | | | | | | | | | |
| Time | 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 | | | | | | | | | | | |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|-------|-------|------|--|-------|--|--------|--|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | | Pace | | Number | | in | | Pace | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | Pace | | Speed | | in | | Pace | | Number | |
| 03/20/22 | 1 | 1 | 3 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21-30 | 9 | | 21-30 | | 7 | | 20-29 | | 7 | |
| 01:00 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20-29 | 7 | | 21-30 | | 4 | | 21-30 | | 4 | |
| 02:00 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21-30 | 4 | | 21-30 | | 2 | | 24-33 | | 2 | |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 | | 16-25 | | 4 | | 16-25 | | 4 | |
| 04:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 7 | | 21-30 | | 16 | | 16-25 | | 16 | |
| 05:00 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 16 | | 16-25 | | 24 | | 21-30 | | 33 | |
| 06:00 | 2 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 21-30 | 50 | | 21-30 | | 52 | | 21-30 | | 52 | |
| 07:00 | 0 | 5 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 21-30 | 68 | | 21-30 | | 65 | | 16-25 | | 65 | |
| 08:00 | 0 | 9 | 11 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 16-25 | 56 | | 21-30 | | 56 | | 21-30 | | 56 | |
| 09:00 | 2 | 6 | 20 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 20-29 | 46 | | 21-30 | | 60 | | 21-30 | | 60 | |
| 10:00 | 3 | 7 | 32 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 21-30 | 52 | | 21-30 | | 49 | | 21-30 | | 49 | |
| 11:00 | 10 | 11 | 33 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 21-30 | 28 | | 21-30 | | 19 | | 21-30 | | 19 | |
| 12 PM | 2 | 19 | 44 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 7 | | 19-28 | | 5 | | 19-28 | | 5 | |
| 13:00 | 4 | 19 | 46 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1026 | | | | | | | | | | | |
| 14:00 | 6 | 12 | 35 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11:00 | | | | | | | | | | | |
| 15:00 | 2 | 16 | 36 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | | | | | | | | | | | |
| 16:00 | 8 | 14 | 32 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | | | | | | | | | | | |
| 17:00 | 4 | 13 | 42 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | | | | | | | | | | | |
| 18:00 | 6 | 12 | 40 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | | | | | | | | | | | |
| 19:00 | 2 | 13 | 36 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | | | | | | | | | | | |
| 20:00 | 7 | 3 | 18 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | | | | | | | | | | | |
| 21:00 | 1 | 1 | 14 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | | | | | | | | | | | |
| 22:00 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | | | | | | | | | | |
| 23:00 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | | | | | | | | | |
| Total | 66 | 169 | 475 | 238 | 68 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1026 | | | | | | | | | | | |
| Percent | 6.4% | 16.5% | 46.3% | 23.2% | 6.6% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 11:00 | | | | | | | | | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 00:00 | 08:00 | | | | | | | | 78 | | | | | | | | | | | |
| Vol. | 10 | 11 | 33 | 19 | 5 | 2 | 1 | | | | | | | | 12:00 | | | | | | | | | | | |
| PM Peak | 16:00 | 12:00 | 13:00 | 12:00 | 12:00 | 21:00 | | | | | | | | | 96 | | | | | | | | | | | |
| Vol. | 8 | 19 | 46 | 24 | 7 | 2 | | | | | | | | | 5177 | | | | | | | | | | | |
| Total | 352 | 1092 | 2249 | 1119 | 299 | 56 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5177 | | | | | | | | | | | |
| Percent | 6.8% | 21.1% | 43.4% | 21.6% | 5.8% | 1.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 11:00 | | | | | | | | | | | |

| | | |
|-------|--------------------------------|-----------|
| Stats | 10 MPH Pace Speed : | 21-30 MPH |
| | Number in Pace : | 3368 |
| | Percent in Pace : | 65.1% |
| | Number of Vehicles > 25 MPH : | 1484 |
| | Percent of Vehicles > 25 MPH : | 28.7% |
| | 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 | 80 | 85 | | Speed | in Pace |
| 06/24/22 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | 6 | 16 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 32 |
| 13:00 | 2 | 10 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 16-25 | 33 |
| 14:00 | 0 | 16 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 42 |
| 15:00 | 2 | 13 | 31 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 16-25 | 44 |
| 16:00 | 1 | 13 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 16-25 | 52 |
| 17:00 | 3 | 12 | 41 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 21-30 | 53 |
| 18:00 | 0 | 12 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 16-25 | 37 |
| 19:00 | 4 | 18 | 30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 16-25 | 48 |
| 20:00 | 0 | 15 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 26 |
| 21:00 | 3 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 9 |
| 22:00 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 13 |
| 23:00 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 7 |
| Total | 22 | 140 | 256 | 59 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 484 | | |
| Percent | 4.5% | 28.9% | 52.9% | 12.2% | 1.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | | | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | | | |

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

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 | 999 | | | Speed | in Pace |
| 06/26/22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10-19 | 2 |
| 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 1 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9-18 | 1 |
| 03:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 06:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19-28 | 3 |
| 07:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14-23 | 7 |
| 08:00 | 0 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 13 |
| 09:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 9 |
| 10:00 | 10 | 8 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 25 |
| 11:00 | 2 | 28 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16-25 | 39 |
| 12 PM | 4 | 16 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 42 |
| 13:00 | 2 | 22 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 16-25 | 47 |
| 14:00 | 3 | 19 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 16-25 | 42 |
| 15:00 | 2 | 18 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 16-25 | 35 |
| 16:00 | 2 | 11 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 26 |
| 17:00 | 3 | 11 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 36 |
| 18:00 | 2 | 15 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 16-25 | 40 |
| 19:00 | 0 | 13 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 25 |
| 20:00 | 3 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 11 |
| 21:00 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 11 |
| 22:00 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 3 |
| Total | 39 | 197 | 225 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 505 | | |
| 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% | | | |
| AM Peak | 10:00 | 11:00 | 10:00 | 06:00 | | | | | | | | | | | | 11:00 | | |
| Vol. | 10 | 28 | 17 | 1 | | | | | | | | | | | | 42 | | |
| PM Peak | 12:00 | 13:00 | 12:00 | 18:00 | 12:00 | | | | | | | | | | | 13:00 | | |
| Vol. | 4 | 22 | 26 | 7 | 1 | | | | | | | | | | | 55 | | |
| Total | 78 | 533 | 728 | 134 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1486 | | |
| 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% | | | |

| 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 | |

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 | 1 | 0 | 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 | 3 | 4 | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 21-30 | 37 |
| 15:00 | 0 | 4 | 14 | 18 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 21-30 | 32 |
| 16:00 | 1 | 8 | 13 | 7 | 3 | 3 | 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% | | | | | | | | | | | | |

| | | |
|-----------------------|--------------------------------|-----------|
| 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

| PM Peak | 12:00 | 12:00 | 16:00 | 17:00 | 17:00 | 15:00 | 16:00 | 17:00 |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol. | 9 | 25 | 75 | 38 | 8 | 2 | 1 | 136 |

Latitude: 0' 0.0000 South

| Direction 1, 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 | 999 | | | Speed | in Pace |
| Time | | | | | | | | | | | | | | | | | | |
| 06/25/22 | 1 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 10 |
| 01:00 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 2 |
| 02:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | 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 | 0 | 0 | | |
| 05:00 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14-23 | 2 |
| 06:00 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 2 |
| 07:00 | 0 | 5 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 7 |
| 08:00 | 5 | 11 | 25 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 16-25 | 36 |
| 09:00 | 5 | 14 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 16-25 | 52 |
| 10:00 | 2 | 21 | 34 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 16-25 | 55 |
| 11:00 | 1 | 25 | 44 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 16-25 | 69 |
| 12 PM | 3 | 28 | 54 | 17 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 16-25 | 82 |
| 13:00 | 2 | 37 | 59 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 16-25 | 96 |
| 14:00 | 1 | 21 | 39 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 16-25 | 60 |
| 15:00 | 0 | 17 | 48 | 25 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 73 |
| 16:00 | 3 | 22 | 34 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 56 |
| 17:00 | 1 | 26 | 49 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 16-25 | 75 |
| 18:00 | 1 | 26 | 39 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 16-25 | 65 |
| 19:00 | 1 | 20 | 28 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 16-25 | 48 |
| 20:00 | 4 | 20 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 37 |
| 21:00 | 1 | 9 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16-25 | 18 |
| 22:00 | 1 | 9 | 8 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 17 |
| 23:00 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 9 |
| Total | 35 | 322 | 559 | 183 | 33 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1138 | | |
| Percent | 3.1% | 28.3% | 49.1% | 16.1% | 2.9% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 11:00 | 11:00 | 10:00 | 10:00 | 05:00 | | | | | | | | | | 11:00 | | |
| Vol. | 5 | 25 | 44 | 16 | 5 | 1 | | | | | | | | | | 83 | | |
| PM Peak | 20:00 | 13:00 | 13:00 | 15:00 | 12:00 | 12:00 | 15:00 | | | | | | | | | 13:00 | | |
| Vol. | 4 | 37 | 59 | 25 | 6 | 1 | 1 | | | | | | | | | | | |

Site Code:
Station ID:

Latitude: 0' 0.0000 South

| Direction 1, Direction 2 | | | | | | | | | | | | | | | Pace | | | | | | | | | | Number | |
|--------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|-------|------|--|--------|--|--------|--|-------|--|--------|--|
| Start | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | Speed | in | | Pace | | Number | | in | | Pace | |
| Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | | | Pace | | Number | | in | | Pace | | Number | |
| 06/26/22 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 | | 16-25 | | 6 | | 16-25 | | 6 | |
| 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | 1 | | 16-25 | | 1 | | 16-25 | | 1 | |
| 02:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 3 | | 14-23 | | 3 | | 14-23 | | 3 | |
| 03:00 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 | | 15-24 | | 1 | | 15-24 | | 1 | |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 3 | | 14-23 | | 3 | | 14-23 | | 3 | |
| 05:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20-29 | 3 | | 20-29 | | 3 | | 20-29 | | 3 | |
| 06:00 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 8 | | 16-25 | | 8 | | 16-25 | | 8 | |
| 07:00 | 0 | 9 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 13 | | 16-25 | | 13 | | 16-25 | | 13 | |
| 08:00 | 0 | 9 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 28 | | 16-25 | | 28 | | 16-25 | | 28 | |
| 09:00 | 1 | 9 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 25 | | 16-25 | | 25 | | 16-25 | | 25 | |
| 10:00 | 13 | 18 | 42 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 16-25 | 60 | | 16-25 | | 60 | | 16-25 | | 60 | |
| 11:00 | 5 | 34 | 35 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 16-25 | 69 | | 16-25 | | 69 | | 16-25 | | 69 | |
| 12 PM | 9 | 26 | 45 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 16-25 | 71 | | 16-25 | | 71 | | 16-25 | | 71 | |
| 13:00 | 4 | 33 | 51 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 16-25 | 84 | | 16-25 | | 84 | | 16-25 | | 84 | |
| 14:00 | 5 | 28 | 43 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 16-25 | 71 | | 16-25 | | 71 | | 16-25 | | 71 | |
| 15:00 | 2 | 22 | 31 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 16-25 | 53 | | 16-25 | | 53 | | 16-25 | | 53 | |
| 16:00 | 3 | 19 | 28 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 16-25 | 47 | | 16-25 | | 47 | | 16-25 | | 47 | |
| 17:00 | 5 | 20 | 47 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 16-25 | 67 | | 16-25 | | 67 | | 16-25 | | 67 | |
| 18:00 | 4 | 21 | 40 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 16-25 | 61 | | 16-25 | | 61 | | 16-25 | | 61 | |
| 19:00 | 3 | 18 | 25 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 16-25 | 43 | | 16-25 | | 43 | | 16-25 | | 43 | |
| 20:00 | 4 | 13 | 19 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 16-25 | 32 | | 16-25 | | 32 | | 16-25 | | 32 | |
| 21:00 | 2 | 6 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 16-25 | 18 | | 16-25 | | 18 | | 16-25 | | 18 | |
| 22:00 | 2 | 4 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 9 | | 16-25 | | 9 | | 16-25 | | 9 | |
| 23:00 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 5 | | 16-25 | | 5 | | 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 | | | | | | | | | | | | | | | | | | | | |
| 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

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 | 80 | 85 | | Speed | in Pace |
| 03/18/22 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14-23 | 2 |
| 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 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19-28 | 2 |
| 04:00 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19-28 | 4 |
| 05:00 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21-30 | 11 |
| 06:00 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | * | 1 |
| 07:00 | 3 | 12 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 25 |
| 08:00 | 2 | 12 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 16-25 | 42 |
| 09:00 | 3 | 21 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 16-25 | 47 |
| 10:00 | 6 | 10 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16-25 | 34 |
| 11:00 | 0 | 26 | 26 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 16-25 | 52 |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 15 | 88 | 131 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | | |
| Percent | 5.5% | 32.5% | 48.3% | 12.5% | 1.1% | 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 | 08:00 | 11:00 | 06:00 | | | | | | | | | | | 11:00 | | |
| Vol. | 6 | 26 | 30 | 9 | 1 | | | | | | | | | | | 62 | | |
| PM Peak | | | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Total | 53 | 293 | 485 | 132 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 975 |
| Percent | 5.4% | 30.1% | 49.7% | 13.5% | 1.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

15th Percentile : 16 MPH
50th Percentile : 21 MPH
85th Percentile : 24 MPH
95th Percentile : 28 MPH

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 778
Percent in Pace : 79.8%
Number of Vehicles > 25 MPH : 144
Percent of Vehicles > 25 MPH : 14.8%
Mean Speed(Average) : 21 MPH

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 | - | 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

Site Code:
Start Date: 06/09/2022
Page No: 3

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.
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Rosemont, Illinois, United States 60018
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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 | - | 3168 |
| % 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 | - |



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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 | - |



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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 | - |



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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 | 2 | 0 | 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 | 3 | 0 | 2 | 0 | 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 | 6 | 0 | 4 | 3 | 0 | 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 | 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 | 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 | 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 | |
| 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 28 |
| Hourly Total | 1 | 10 | 59 | 2 | 5 | 72 | 0 | 2 | 21 | 2 | 5 | 25 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 6 | 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 | 0 | 1 | 0 | 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 | 0 | 2 | 0 | 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 | 0 | 3 | 0 | 3 | 26 |
| 6:45 PM | 0 | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 24 |
| Hourly Total | 0 | 6 | 64 | 1 | 1 | 71 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 8 | 105 |
| 7:00 PM | 0 | 1 | 7 | 1 | 0 | 9 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 7:15 PM | 0 | 0 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 7:30 PM | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 2 | 0 | 1 | 0 | 3 | 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 | 1 | 0 | 0 | 2 | 0 | 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 | 0 | 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 | 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 | - | 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 | - | 0.0 | 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 | 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 | - | - |



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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 | | | | | | 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 |
| 7:30 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 | - | - |



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Count Name: Greenfield St with Bonnie Brae
Site Code: 22-050
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 | 1 | 5 | 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 | 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 | 2 | 0 | 1 | 1 | 3 | 30 |
| 5:00 PM | 0 | 7 | 20 | 0 | 1 | 27 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 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 | 0 | 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 | 0.625 | 0.000 | 0.750 | - | 0.650 | 0.925 | |
| Lights | 0 | 15 | 59 | 0 | - | 74 | 0 | 0 | 23 | 0 | - | 23 | 0 | 0 | 0 | 0 | - | 0 | 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 | |
| % 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 | |
| % 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 | |
| % 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 | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |



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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 | 0 | 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 | 0 | 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 | - | - |



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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 |
| % 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 | - | - |

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

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 | - | - |

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)

| | 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 | - | - |



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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 | - | 114 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 96.2 | 100.0 | - | 96.7 | - | 100.0 | 100.0 | - | 99.1 |
| 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 | - |



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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 | | | | | | | | | |
|---------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------|-----------------------|--------|------|------|-------|-----------------------|------------|--------|------|------|-------|------|------------|------------|-----|
| | 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 | |
| 7:00 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 | - | - |



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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 | | | | | | | | |
| 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 | 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 | 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 | - | - | |



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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 | | | | |
|----------------------|-------------------------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|-----------------------|--------|-------|-------|-------|-----------------------|------------|------------|--|--|
| | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total | | |
| 4:45 PM | 0 | 1 | 5 | 6 | 12 | 0 | 3 | 5 | 8 | 2 | 16 | 0 | 4 | 281 | 4 | 0 | 289 | 569 | | |
| 5:00 PM | 0 | 1 | 7 | 14 | 22 | 0 | 1 | 0 | 15 | 1 | 16 | 0 | 1 | 260 | 3 | 0 | 264 | 580 | | |
| 5:15 PM | 0 | 1 | 2 | 11 | 14 | 0 | 2 | 5 | 4 | 1 | 11 | 0 | 2 | 289 | 4 | 0 | 295 | 576 | | |
| 5:30 PM | 0 | 1 | 5 | 6 | 12 | 0 | 0 | 3 | 7 | 0 | 10 | 0 | 1 | 259 | 5 | 1 | 265 | 524 | | |
| Total | 0 | 4 | 19 | 37 | 60 | 0 | 6 | 13 | 34 | 4 | 53 | 0 | 8 | 1089 | 16 | 1 | 1113 | 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 | - | - | - | | |
| 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 | - | | |
| 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 | 0.969 | | |
| Lights | 0 | 4 | 19 | 37 | 60 | 0 | 5 | 12 | 33 | - | 50 | 0 | 8 | 1065 | 16 | - | 1089 | 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 | 97.8 | | |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 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 | 0.8 | | |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 9 | 15 | | |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 16.7 | 0.0 | 0.0 | 0.0 | 1.9 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | 0.7 | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 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 | 0.6 | | |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 7.7 | 2.9 | 0.0 | 3.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 | | |
| Pedestrians | - | - | - | - | - | - | - | - | - | 4 | - | - | - | - | - | 2 | - | - | | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | | |



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Count Name: Harlem Ave with Greenfield St
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 | | | | | 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 | | | | | | | |
| 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 | - | - | - | - | - | 100.0 | - | - |



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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 | 6 | 0 | 4 | 1 | 0 | 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 | 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 | 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 | 0 | 1 | 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 | 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 | - | - |



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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 | - | - |



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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 | | | | | | |
|----------------------|-----------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|-------|------------|------------|
| | 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 | 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 |
| 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 |
| 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 | - | - |



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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 | 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 | 2 | 0 | 0 | 4 | 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 | 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 | 0 | 6 | 1 | 4 | 6 | 11 | 107 |
| Approach % | 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 |
| Lights | 0 | 2 | 46 | 3 | - | 51 | 0 | 0 | 28 | 3 | - | 31 | 2 | 2 | 4 | 2 | - | 10 | 0 | 6 | 1 | 4 | - | - | 11 |
| % 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 | - | - | 96.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | - | 0 |
| % 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 | - | - | 0.9 |
| Single-Unit Trucks | 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 |
| 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 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 2 | 0 | - | 2 | 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 | - | - | 2.8 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | - | 10 | - | - | - | - | 6 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |



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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 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 | | |
| 7:00 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 | 1 | 0 | 2 | 2 | 1 | 1 | 5 | 17 |
| 7:30 AM | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 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 | 2 | 1 | 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 | 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 | 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 | 3 | 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 | 1 | 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 | 2 | 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 | 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 | 2 | 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 | 4 | 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 | 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 | 1 | 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 | 11 | 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 | 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 | 3 | 4 | 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 | 4 | 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 | 2 | 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 | 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 | 4 | 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 | 2 | 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 | 2 | 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 | 3 | 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 | 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 | 1 | 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 | 4 | 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 | 1 | 2 | 2 | 0 | 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 | 1 | 0 | 1 | 1 | 0 | 2 | 19 |
| Hourly Total | 0 | 1 | 36 | 1 | 0 | 38 | 0 | 1 | 21 | 1 | 0 | 23 | 0 | 1 | 2 | 0 | 0 | 3 | 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 | 0 | 2 | 1 | 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 | 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 | - | - | |



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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 | | | | | | |
|----------------------|-------------------------|-------|-------|-------|------|------------|-------------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|------------|
| | 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 |
| 7:30 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 | - | - |



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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 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 | |
| 5:00 PM | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 2 | 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 | 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 | 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 | 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 | - | - |



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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 | 1 | 0 | 4 | 1 | 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 | 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 | 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 | - | - |



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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 | | | | |
|---------------|-------------------------|------|------|-------|------------|-------------------------|------|------|-------|------------|-----------------------|------|------|-------|------------|-----------------------|------|------|-------|------------|
| | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total | U-Turn | Left | Thru | Right | App. Total |
| 7:00 AM | 0 | 0 | 0 | 11 | 11 | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 164 | 1 | 167 | 0 | 2 | 274 | 5 | 281 |
| 7:15 AM | 0 | 1 | 2 | 18 | 21 | 0 | 2 | 0 | 4 | 6 | 0 | 1 | 218 | 3 | 222 | 0 | 4 | 261 | 1 | 266 |
| 7:30 AM | 0 | 1 | 0 | 20 | 21 | 0 | 2 | 4 | 5 | 11 | 0 | 0 | 205 | 6 | 211 | 0 | 2 | 274 | 2 | 278 |
| 7:45 AM | 0 | 0 | 1 | 20 | 21 | 0 | 5 | 4 | 5 | 14 | 0 | 1 | 192 | 4 | 197 | 0 | 5 | 282 | 2 | 289 |
| Hourly Total | 0 | 2 | 3 | 69 | 74 | 0 | 11 | 10 | 14 | 35 | 0 | 4 | 779 | 14 | 797 | 0 | 13 | 1091 | 10 | 1114 |
| 8:00 AM | 0 | 1 | 2 | 16 | 19 | 0 | 4 | 3 | 4 | 11 | 0 | 1 | 216 | 2 | 219 | 0 | 2 | 254 | 4 | 260 |
| 8:15 AM | 0 | 1 | 0 | 12 | 13 | 0 | 2 | 0 | 7 | 9 | 0 | 1 | 208 | 3 | 212 | 0 | 1 | 252 | 3 | 256 |
| 8:30 AM | 0 | 2 | 1 | 6 | 9 | 0 | 3 | 2 | 8 | 13 | 0 | 3 | 192 | 3 | 198 | 0 | 7 | 253 | 5 | 265 |
| 8:45 AM | 0 | 1 | 2 | 8 | 11 | 0 | 5 | 1 | 8 | 14 | 0 | 0 | 220 | 3 | 223 | 0 | 3 | 235 | 2 | 240 |
| Hourly Total | 0 | 5 | 5 | 42 | 52 | 0 | 14 | 6 | 27 | 47 | 0 | 5 | 836 | 11 | 852 | 0 | 13 | 994 | 14 | 1021 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 0 | 4 | 7 | 11 | 0 | 1 | 3 | 12 | 16 | 0 | 5 | 279 | 8 | 292 | 0 | 5 | 186 | 6 | 197 |
| 4:15 PM | 0 | 1 | 3 | 15 | 19 | 0 | 2 | 2 | 12 | 16 | 0 | 1 | 288 | 8 | 297 | 2 | 6 | 235 | 7 | 250 |
| 4:30 PM | 0 | 3 | 1 | 8 | 12 | 0 | 7 | 1 | 8 | 16 | 0 | 1 | 247 | 2 | 250 | 0 | 1 | 235 | 3 | 239 |
| 4:45 PM | 0 | 0 | 2 | 9 | 11 | 0 | 5 | 7 | 14 | 26 | 0 | 1 | 277 | 8 | 286 | 0 | 8 | 219 | 10 | 237 |
| Hourly Total | 0 | 4 | 10 | 39 | 53 | 0 | 15 | 13 | 46 | 74 | 0 | 8 | 1091 | 26 | 1125 | 2 | 20 | 875 | 26 | 923 |
| 5:00 PM | 0 | 1 | 0 | 10 | 11 | 0 | 5 | 1 | 14 | 20 | 0 | 2 | 267 | 5 | 274 | 0 | 3 | 262 | 3 | 268 |
| 5:15 PM | 0 | 2 | 3 | 11 | 16 | 0 | 3 | 2 | 9 | 14 | 0 | 3 | 292 | 2 | 297 | 0 | 8 | 262 | 2 | 272 |
| 5:30 PM | 0 | 1 | 4 | 12 | 17 | 0 | 5 | 2 | 12 | 19 | 0 | 0 | 247 | 8 | 255 | 0 | 3 | 205 | 5 | 213 |
| 5:45 PM | 0 | 1 | 4 | 16 | 21 | 0 | 0 | 2 | 7 | 9 | 0 | 2 | 270 | 6 | 278 | 0 | 7 | 240 | 3 | 250 |
| Hourly Total | 0 | 5 | 11 | 49 | 65 | 0 | 13 | 7 | 42 | 62 | 0 | 7 | 1076 | 21 | 1104 | 0 | 21 | 969 | 13 | 1003 |
| 6:00 PM | 0 | 0 | 6 | 13 | 19 | 0 | 6 | 4 | 7 | 17 | 0 | 5 | 227 | 0 | 232 | 0 | 8 | 221 | 8 | 237 |
| 6:15 PM | 0 | 1 | 3 | 13 | 17 | 0 | 2 | 2 | 9 | 13 | 0 | 6 | 233 | 6 | 245 | 0 | 3 | 221 | 4 | 228 |
| 6:30 PM | 0 | 0 | 1 | 13 | 14 | 0 | 3 | 1 | 12 | 16 | 0 | 5 | 232 | 5 | 242 | 0 | 4 | 217 | 6 | 227 |
| 6:45 PM | 0 | 2 | 2 | 10 | 14 | 0 | 3 | 0 | 6 | 9 | 0 | 7 | 234 | 2 | 243 | 0 | 4 | 202 | 3 | 209 |
| Hourly Total | 0 | 3 | 12 | 49 | 64 | 0 | 14 | 7 | 34 | 55 | 0 | 23 | 926 | 13 | 962 | 0 | 19 | 861 | 21 | 901 |
| 7:00 PM | 0 | 2 | 0 | 13 | 15 | 0 | 1 | 0 | 7 | 8 | 0 | 2 | 243 | 9 | 254 | 0 | 2 | 206 | 0 | 208 |
| 7:15 PM | 0 | 2 | 2 | 12 | 16 | 0 | 0 | 1 | 5 | 6 | 0 | 3 | 209 | 3 | 215 | 0 | 4 | 188 | 2 | 194 |
| 7:30 PM | 0 | 0 | 2 | 7 | 9 | 0 | 2 | 3 | 2 | 7 | 0 | 1 | 195 | 5 | 201 | 0 | 2 | 200 | 4 | 206 |
| 7:45 PM | 0 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 6 | 7 | 0 | 5 | 210 | 1 | 216 | 1 | 6 | 155 | 1 | 163 |
| Hourly Total | 0 | 4 | 7 | 37 | 48 | 0 | 4 | 4 | 20 | 28 | 0 | 11 | 857 | 18 | 886 | 1 | 14 | 749 | 7 | 771 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 PM | 0 | 3 | 1 | 13 | 17 | 0 | 5 | 3 | 8 | 16 | 0 | 4 | 246 | 4 | 254 | 0 | 4 | 222 | 4 | 230 |
| 5:15 PM | 0 | 0 | 2 | 7 | 9 | 0 | 2 | 1 | 6 | 9 | 0 | 0 | 279 | 2 | 281 | 0 | 3 | 216 | 7 | 226 |
| 5:30 PM | 0 | 3 | 2 | 9 | 14 | 0 | 0 | 1 | 7 | 8 | 0 | 4 | 254 | 3 | 261 | 0 | 3 | 199 | 4 | 206 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|------|------|------|------|-----|------|------|------|----|-------|-----|------|------|------|-------|------|-------|-------|------|------|-------|------|-------|
| 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 | 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 | 8284 | 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 | - | 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 | - | - |



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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 | 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 | - | - | |

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Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

[illegible]



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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 | | | | | 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 | 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 | - | - |



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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 | App. Total | Int. Total |
| 7:00 AM | 0 | 371 | 2 | 0 | 373 | | 4 | 3 | 333 | 0 | 340 | | 0 | 0 | 2 | 0 | 2 | 715 |
| 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 |
| Hourly Total | 0 | 1552 | 14 | 0 | 1566 | | 7 | 30 | 1559 | 0 | 1596 | | 1 | 0 | 3 | 3 | 4 | 3166 |
| 8:00 AM | 0 | 391 | 6 | 1 | 397 | | 0 | 8 | 353 | 0 | 361 | | 0 | 1 | 2 | 0 | 3 | 761 |
| 8:15 AM | 0 | 307 | 3 | 2 | 310 | | 0 | 0 | 377 | 0 | 377 | | 0 | 1 | 2 | 1 | 3 | 690 |
| 8:30 AM | 0 | 308 | 8 | 0 | 316 | | 5 | 4 | 301 | 0 | 310 | | 0 | 1 | 2 | 0 | 3 | 629 |
| 8:45 AM | 0 | 295 | 6 | 0 | 301 | | 3 | 5 | 307 | 0 | 315 | | 0 | 0 | 3 | 0 | 3 | 619 |
| Hourly Total | 0 | 1301 | 23 | 3 | 1324 | | 8 | 17 | 1338 | 0 | 1363 | | 0 | 3 | 9 | 1 | 12 | 2699 |
| *** BREAK *** | - | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | - |
| 4:00 PM | 0 | 379 | 5 | 0 | 384 | | 1 | 2 | 372 | 1 | 375 | | 0 | 0 | 4 | 3 | 4 | 763 |
| 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 |
| Hourly Total | 0 | 1449 | 22 | 0 | 1471 | | 5 | 13 | 1461 | 1 | 1479 | | 0 | 2 | 9 | 4 | 11 | 2961 |
| 5:00 PM | 0 | 340 | 8 | 0 | 348 | | 0 | 6 | 339 | 0 | 345 | | 0 | 0 | 4 | 1 | 4 | 697 |
| 5:15 PM | 0 | 334 | 3 | 0 | 337 | | 2 | 0 | 383 | 0 | 385 | | 0 | 0 | 2 | 0 | 2 | 724 |
| 5:30 PM | 0 | 347 | 2 | 0 | 349 | | 0 | 2 | 371 | 0 | 373 | | 0 | 0 | 3 | 0 | 3 | 725 |
| 5:45 PM | 0 | 340 | 1 | 0 | 341 | | 1 | 5 | 316 | 0 | 322 | | 0 | 2 | 2 | 1 | 4 | 667 |
| Hourly Total | 0 | 1361 | 14 | 0 | 1375 | | 3 | 13 | 1409 | 0 | 1425 | | 0 | 2 | 11 | 2 | 13 | 2813 |
| 6:00 PM | 0 | 371 | 6 | 0 | 377 | | 1 | 2 | 341 | 0 | 344 | | 0 | 3 | 4 | 0 | 7 | 728 |
| 6:15 PM | 0 | 372 | 6 | 0 | 378 | | 0 | 2 | 313 | 0 | 315 | | 0 | 0 | 1 | 1 | 1 | 694 |
| 6:30 PM | 0 | 368 | 1 | 0 | 369 | | 0 | 6 | 321 | 0 | 327 | | 0 | 0 | 3 | 0 | 3 | 699 |
| 6:45 PM | 0 | 337 | 4 | 0 | 341 | | 1 | 4 | 296 | 1 | 301 | | 0 | 0 | 2 | 0 | 2 | 644 |
| Hourly Total | 0 | 1448 | 17 | 0 | 1465 | | 2 | 14 | 1271 | 1 | 1287 | | 0 | 3 | 10 | 1 | 13 | 2765 |
| 7:00 PM | 0 | 331 | 3 | 0 | 334 | | 3 | 2 | 250 | 1 | 255 | | 0 | 2 | 0 | 0 | 2 | 591 |
| 7:15 PM | 1 | 302 | 3 | 0 | 306 | | 1 | 2 | 238 | 1 | 241 | | 0 | 0 | 1 | 1 | 1 | 548 |
| 7:30 PM | 0 | 253 | 3 | 0 | 256 | | 0 | 3 | 240 | 0 | 243 | | 0 | 0 | 1 | 0 | 1 | 500 |
| 7:45 PM | 0 | 251 | 1 | 0 | 252 | | 0 | 1 | 225 | 0 | 226 | | 0 | 1 | 2 | 2 | 1 | 479 |
| Hourly Total | 1 | 1137 | 10 | 0 | 1148 | | 4 | 8 | 953 | 2 | 965 | | 0 | 3 | 2 | 3 | 5 | 2118 |
| *** BREAK *** | - | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | - |
| 5:00 PM | 0 | 340 | 3 | 0 | 343 | | 0 | 7 | 347 | 0 | 354 | | 0 | 0 | 5 | 0 | 5 | 702 |
| 5:15 PM | 0 | 331 | 2 | 0 | 333 | | 0 | 2 | 405 | 4 | 407 | | 0 | 1 | 2 | 1 | 3 | 743 |
| 5:30 PM | 0 | 325 | 2 | 3 | 327 | | 0 | 4 | 354 | 0 | 358 | | 0 | 1 | 2 | 5 | 3 | 688 |
| 5:45 PM | 0 | 312 | 3 | 0 | 315 | | 0 | 1 | 386 | 0 | 387 | | 0 | 2 | 2 | 0 | 4 | 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 | 2 | 3 | 3 | 699 |
| 6:30 PM | 0 | 319 | 3 | 1 | 322 | 0 | 1 | 308 | 0 | 309 | 0 | 2 | 1 | 2 | 3 | 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 | 1 | 0 | 1 | 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 | - | - |

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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 | - | - |

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File 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 | - | - |



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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 | - |



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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 | - | - |



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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 | - | 0.9 |
| 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 | - |



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Count Name: North Ave with Jackson 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 | | | | | 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 | - | 10 |
| % Buses | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.5 | - | 0.5 | - | 0.0 | 0.0 | - | 0.3 |
| Single-Unit Trucks | 0 | 11 | 2 | - | 13 | 0 | 0 | 44 | - | 44 | 0 | 0 | 0 | - | 57 |
| % Single-Unit Trucks | - | 0.7 | 3.1 | - | 0.8 | - | 0.0 | 3.0 | - | 3.0 | - | 0.0 | 0.0 | - | 1.8 |
| Articulated Trucks | 0 | 7 | 0 | - | 7 | 0 | 0 | 13 | - | 13 | 0 | 0 | 0 | - | 20 |
| % Articulated Trucks | - | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.9 | - | 0.9 | - | 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 | - | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - |
| % Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - |

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File 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 | - | 0.0 | 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 | - | - | - | - | - | | - | - | - | - | - | | - | - | - | - | - | - |



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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 | | | | | |
|---------------|---------------------|------|------|-------|------|------------|---------------------|------|------|-------|------|------------|------------------------|------|-------|------------|--------|------|------------------------|-------|------|------------|------------|--|
| | 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 | Int. 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 | - | 0.0 | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |



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Count Name: North Ave with Lathrop Ave
Site Code: 22-050
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 | 19 | 10 | 5 | 34 | 1 | 39 | 858 | | |
| 7:30 AM | 0 | 5 | 387 | 12 | 1 | 404 | 0 | 16 | 384 | 3 | 2 | 403 | 29 | 16 | 2 | 47 | 0 | 63 | 917 | | |
| 7:45 AM | 0 | 8 | 381 | 12 | 2 | 401 | 1 | 18 | 420 | 7 | 9 | 446 | 49 | 32 | 16 | 97 | 1 | 97 | 1041 | | |
| 8:00 AM | 0 | 12 | 405 | 10 | 2 | 427 | 0 | 18 | 375 | 6 | 1 | 399 | 45 | 27 | 19 | 91 | 0 | 36 | 953 | | |
| Total | 0 | 36 | 1578 | 39 | 5 | 1653 | 1 | 59 | 1534 | 18 | 13 | 1612 | 142 | 85 | 42 | 269 | 3 | 235 | 3769 | | |
| Approach % | 0.0 | 2.2 | 95.5 | 2.4 | - | - | 0.1 | 3.7 | 95.2 | 1.1 | - | - | 52.8 | 31.6 | 15.6 | - | - | - | - | | |
| Total % | 0.0 | 1.0 | 41.9 | 1.0 | - | 43.9 | 0.0 | 1.6 | 40.7 | 0.5 | - | 42.8 | 3.8 | 2.3 | 1.1 | 7.1 | 0.0 | 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 | 0.000 | 0.553 | 0.606 | | |
| Lights | 0 | 33 | 1482 | 38 | - | 1553 | 1 | 59 | 1486 | 17 | - | 1563 | 142 | 85 | 42 | 269 | 0 | 103 | 232 | | |
| % Lights | - | 91.7 | 93.9 | 97.4 | - | 94.0 | 100.0 | 100.0 | 96.9 | 94.4 | - | 97.0 | 100.0 | 100.0 | 100.0 | 100.0 | - | 99.0 | 98.7 | | |
| Buses | 0 | 1 | 5 | 0 | - | 6 | 0 | 0 | 5 | 1 | - | 6 | 0 | 0 | 0 | 0 | 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 | 0.0 | 0.0 | - | 0.0 | 0.4 | | |
| Single-Unit Trucks | 0 | 2 | 68 | 1 | - | 71 | 0 | 0 | 25 | 0 | - | 25 | 0 | 0 | 0 | 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 | 0.0 | 0.0 | 0.0 | - | 1.0 | 0.9 | | |
| Articulated Trucks | 0 | 0 | 23 | 0 | - | 23 | 0 | 0 | 18 | 0 | - | 18 | 0 | 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 | 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 | - | - | | |

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Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

[illegible]

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

Turning Movement Peak Hour Data (5:00 PM)

[illegible]



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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 | - | - |

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Start Date: 03/17/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

[illegible]



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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 | Int. Total |
| 4:15 PM | 0 | 401 | 6 | 0 | 407 | 0 | 11 | 413 | 0 | 424 | 0 | 1 | 8 | 1 | 840 |
| 4:30 PM | 0 | 337 | 2 | 0 | 339 | 1 | 15 | 397 | 1 | 413 | 0 | 2 | 5 | 4 | 759 |
| 4:45 PM | 0 | 399 | 10 | 5 | 409 | 0 | 4 | 402 | 0 | 406 | 0 | 3 | 3 | 0 | 821 |
| 5:00 PM | 0 | 397 | 3 | 2 | 400 | 0 | 5 | 331 | 0 | 336 | 0 | 1 | 6 | 2 | 743 |
| Total | 0 | 1534 | 21 | 7 | 1555 | 1 | 35 | 1543 | 1 | 1579 | 0 | 7 | 22 | 7 | 3163 |
| 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 | - |



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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 | App. Total |
| 5:00 PM | 0 | 338 | 3 | 1 | 341 | 0 | 7 | 374 | 0 | 381 | 0 | 0 | 6 | 2 | 6 |
| 5:15 PM | 0 | 339 | 5 | 0 | 344 | 0 | 10 | 381 | 2 | 391 | 0 | 0 | 4 | 1 | 4 |
| 5:30 PM | 0 | 315 | 4 | 3 | 319 | 0 | 10 | 344 | 1 | 354 | 0 | 0 | 3 | 0 | 3 |
| 5:45 PM | 0 | 315 | 2 | 1 | 317 | 1 | 6 | 327 | 1 | 334 | 0 | 0 | 7 | 0 | 7 |
| Total | 0 | 1307 | 14 | 5 | 1321 | 1 | 33 | 1426 | 4 | 1460 | 0 | 0 | 20 | 3 | 20 |
| 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 | - | 20 |
| % Lights | - | 99.3 | 100.0 | - | 99.3 | 100.0 | 100.0 | 99.2 | - | 99.2 | - | - | 100.0 | - | 100.0 |
| Buses | 0 | 5 | 0 | - | 5 | 0 | 0 | 3 | - | 3 | 0 | 0 | 0 | - | 0 |
| % Buses | - | 0.4 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.2 | - | 0.2 | - | - | 0.0 | - | 0.0 |
| Single-Unit Trucks | 0 | 2 | 0 | - | 2 | 0 | 0 | 7 | - | 7 | 0 | 0 | 0 | - | 0 |
| % Single-Unit Trucks | - | 0.2 | 0.0 | - | 0.2 | 0.0 | 0.0 | 0.5 | - | 0.5 | - | - | 0.0 | - | 0.0 |
| Articulated Trucks | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | - | 0.2 | 0.0 | - | 0.2 | 0.0 | 0.0 | 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 | - | - | 0.0 | - | 0.0 |
| Pedestrians | - | - | - | 5 | - | - | - | - | 4 | - | - | - | - | 3 | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - |



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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 | 18 | 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 | 20 | 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 | - | 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 | 0.0 |
| Pedestrians | - | - | - | - | 4 | - | - | - | - | - | 7 | - | - | - | - | - | 4 | - | - | - | - | - | 245 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

[illegible]

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Start Date: 03/03/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

[illegible]



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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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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 Q(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

| | |
|---|---|
|  | <p><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.</p> |
|  | <p><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.</p> |
|  | <p><i>Speed Monitors and Enforcement</i> includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.</p> |
|  | <p><i>Pavement Markings</i> include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.</p> |
|  | <p><i>Sharrows Markings</i> reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.</p> |
|  | <p><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.</p> |

Table S

PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS

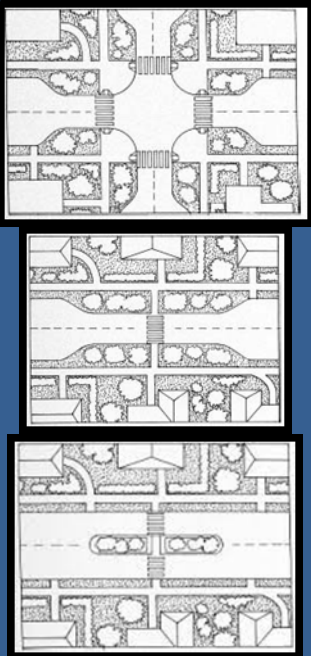
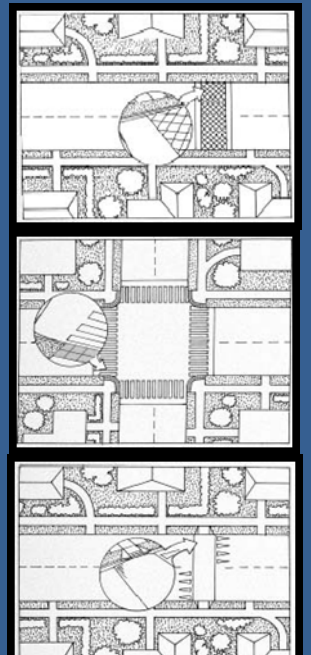
| | |
|---|---|
|  | <ul style="list-style-type: none"> • Includes curb extensions, median islands, and chokers • Advantages: <ul style="list-style-type: none"> ○ Effective at reducing speeds, particularly in proximity to measure ○ Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines • Disadvantages: <ul style="list-style-type: none"> ○ More expensive ○ May hinder bike circulation ○ May reduce on-street parking |
|---|---|

Table T

PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS

| | |
|---|--|
|  | <ul style="list-style-type: none"> • Includes speed humps/lumps, raised crosswalks, and raised intersections • Advantages: <ul style="list-style-type: none"> ○ Effective at reducing speeds, particularly in proximity to measure ○ Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings • Disadvantages: <ul style="list-style-type: none"> ○ More expensive ○ Increase emergency response times ○ Require additional signage/stripping ○ Noise and aesthetic issues/concerns ○ May hinder bike circulation ○ May reduce on-street parking |
|---|--|