WICHITA PARKING GARAGE

TRAFFIC IMPACT ANALYSIS

SEPTEMBER 14, 2018

FINAL SUBMITTAL

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WALKER CONSULTANTS

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I. INTRODUCTION AND SUMMARY

The Manitou Springs Metropolitan Parking District is planning to construct a three-level parking garage on the existing Wichita surface parking lot. The proposed parking garage will be 70,253 square feet at buildout and will contain 188 parking spaces. The parking garage will replace the existing 83 parking spaces, an increase of 105 spaces.

A. STUDY PURPOSE

The project is intended to study the potential impacts of the proposed parking garage on traffic operations in downtown Manitou Springs. Additional analysis includes evaluation and recommendation of alternatives that would remove exiting vehicle trips from the parking garage from having to circulate through downtown prior to leaving the area.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located north of Manitou Avenue just west of the Manitou Avenue and Pawnee Avenue intersection. A proposed site plan shown in Figure 1.

The study area consists of the following intersections:

- Manitou Avenue and Ruxton Avenue roundabout
- Manitou Avenue and Charles Parker Place (Lovers Lane extension)
- Manitou Avenue and South Parking Access
- Lovers Lane and North Parking Access
- Manitou Avenue and Pawnee Avenue
- Manitou Avenue and El Paso Boulevard
- Lovers Lane and El Paso Boulevard

The intersection evaluations include analysis for a mid-day and early PM peak hours for the following traffic conditions. Based on current traffic counts, these hours were found to have the highest traffic volumes. Given the unknown future of the Pikes Peak Cog Railway, the traffic that has been historically associated with visitation to the Cog Railway at these locations is included under the existing conditions analysis.

- Existing traffic (2018)
- Completion Year without proposed development (No Build)
- Completion Year with buildout of proposed development (Build)

2. PRINCIPAL FINDINGS

Mitigating congestion while enhancing the comfort and safety of alternative transportation modes, like walking and biking, are goals set forth by Manitou Springs in Plan Manitou. The addition of the Wichita parking garage will support the City's commitments to coordinate the needs of visitors and residents by providing additional parking and considering the travel patterns and safety of pedestrians.

Manitou Avenue currently operates at an overall acceptable level of service. However, due to the high traffic volume and pedestrian activity, the congestion that is present is expected to continue with the addition of the Wichita parking garage but not be significantly impacted. Traffic operations from a vehicular standpoint will continue similarly with minimal or no additional delays at existing intersections. A detailed comparison between the Existing Conditions, No Build, and the two Build Scenarios is shown in the Intersection Results Summary Table on the following page. The Existing Conditions and No Build rows in the table represent conditions without the construction of the parking garage. Scenario A and Scenario B represent the two scenarios for the construction of the parking garage as discussed below. This comparison helps represent the minimal impact expected from the construction of the Wichita parking garage.

a) *Garage Addition Scenario A: Existing Traffic Patterns*

The worst-case level of service for the southbound approach exiting the parking garage onto Manitou Avenue degrades with a 22 second per vehicle increase in delay. The delay at the Manitou Avenue and El Paso Boulevard intersection will also worsen by 29.2 seconds per vehicle at the southbound approach due to vehicles exiting the parking garage from Lovers Lane and connecting back to Manitou Avenue via El Paso Boulevard.

b) *Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left*

The worst-case level of service for the southbound approach exiting the parking garage onto Manitou Avenue degrades with a 225.3 second per vehicle increase in delay. The delay at the Manitou Avenue and El Paso Boulevard intersection will also worsen by 29.2 seconds per vehicle at the southbound approach due to vehicles exiting the parking garage from Lovers Lane and connecting back to Manitou Avenue via El Paso Boulevard.

Intersection Results Summary Table					
Intersection/Movement	Scenario	2018 Mid-Day Peak		2018 Early PM Peak	
		Delay	LOS	Delay	LOS
Manitou & Ruxton (Roundabout)	Existing	8.8	A	10	A
	No Build	10.8	B	12.2	B
	Scenario A	11.6	B	14.2	B
	Scenario B	11.2	B	13	B
Manitou & Charles Parker (Two Way Stop Controlled)	Existing	1.1	F	3.7	F
	No Build	1.5	F	3.9	F
	Scenario A	1.8	F	4.4	F
	Scenario B	1.8	F	4.1	F
Manitou & S Parking Access (Two Way Stop Controlled)	Existing	1.2	E	3.4	F
	No Build	1.2	E	5.9	F
	Scenario A	3.8	F	25.4	F
	Scenario B	71.4	F	228.7	F
N Parking Access & Lovers (Two Way Stop Controlled)	Existing	4.1	A	3.9	A
	No Build	4.1	A	4.7	A
	Scenario A	5.5	A	6.2	A
	Scenario B	5.5	A	6.2	A
Manitou & Pawnee (Signalized)	Existing	5.5	A	5	A
	No Build	5.5	A	5.1	A
	Scenario A	5.6	A	5	A
	Scenario B	5.5	A	5	A
Manitou & El Paso (Two Way Stop Controlled)	Existing	2.4	B	6.6	F
	No Build	2.2	C	7.7	F
	Scenario A	3.5	D	35.8	F
	Scenario B	3.5	D	35.8	F
Manitou & El Paso (Recommended Signalized)	Existing	6.1	A	6.9	A
	No Build	6.2	A	7.1	A
	Scenario A	6.5	A	8.3	A
	Scenario B	6.5	A	8.3	A
El Paso & Lovers (Two Way Stop Controlled)	Existing	2.5	B	3.3	B
	No Build	2.5	B	3.3	B
	Scenario A	3.2	B	4.6	B
	Scenario B	3.2	B	4.6	B

The LOS represents the worst movement delay for the two way stop controlled intersections.

3. RECOMMENDATIONS

a) *El Paso Boulevard Traffic Signal*

To accommodate traffic exiting the parking garage via Lovers Lane, the installation of a traffic signal at the intersection of El Paso Boulevard and Manitou Avenue is recommended. It is anticipated that with the addition of the parking garage, drivers will

continue to exit onto Lovers Lane and navigate to US 24 from El Paso Boulevard and Manitou Avenue. The traffic signal is warranted under existing traffic conditions, based on the traffic counts collected.

b) *Parking Access Southbound Right Exit Only*

It is recommended that the current restriction of left turns from the Wichita parking lot onto Manitou Avenue should remain. Permitting only right turns will require vehicles to come to a complete stop before turning. This will improve the pedestrian's perceived safety as they cross the parking driveway, and restricting left turns will help to manage traffic operations. Because this area is heavily trafficked by pedestrians, the current intersection type will function better than a signalized intersection where vehicles may enter the intersection on a green light without looking for pedestrians.

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Wichita Parking Garage
Manitou Springs, CO
Traffic Impact Analysis

Figure 1
Site Plan

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

Currently the site functions as a parking lot. The future development is proposed to be a 70,523 square-foot parking garage. See the site plan in Figure 1, on page 5 for the proposed location of the parking garage.

The immediately surrounding land use is primarily commercial development with single family and multi-family residential north of the existing parking lot and a public library directly south of the parking lot.

B. DEVELOPMENT PHASING AND TIMING

The parking garage is anticipated to be constructed in Spring/ Summer of 2019.

III. STUDY AREA CONDITIONS

A. STUDY AREA

To ensure a comprehensive evaluation of potential traffic impacts, the study area consists of the following intersections surrounding the location of the proposed parking garage:

- Manitou Avenue and Ruxton Avenue roundabout
- Manitou Avenue and Charles Parker Place (Lovers Lane extension)
- Manitou Avenue and South Parking Access
- Lovers Lane and North Parking Access
- Manitou Avenue and Pawnee Avenue
- Manitou Avenue and El Paso Boulevard
- Lovers Lane and El Paso Boulevard

B. SITE ACCESSIBILITY

Access to the proposed parking garage will be via Manitou Avenue to enter from the south and via Lovers Lane to enter from the north. See the site plan in Figure 1 for the proposed access locations.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, site visits, aerial photography and mapping from Google Earth®, details from the Wichita Parking Garage Preliminary Parking and Traffic Evaluation and the Wichita Lot Parking Garage Impact Evaluation completed by Walker Consultants. It is also supported by information from the Ruxton Avenue Use and Impact Study, the City of Manitou Springs Community Master Plan and Hazard Mitigation Plan (Plan Manitou).

Given the unknown future of the Pikes Peak Cog Railway, the traffic that has been historically associated with visitation to the Cog Railway at these intersections above is included in the No Build and Build scenarios. This provides a worst-case scenario and a more reliable estimation of traffic conditions should the Cog Railway resume operations.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

Manitou Avenue is a vibrant roadway which serves many local attractions, shops, and restaurants that are frequented by visitors during summer months, weekends, and major events. Public parking is a challenge for those visiting Manitou Springs by passenger vehicle. Plan Manitou identifies parking and traffic congestion as key issues for the City's transportation network that must be resolved with a long-term parking strategy. The high pedestrian activity present in Manitou Springs must also be balanced with the congestion concerns and limited parking.

The existing Wichita parking lot is located north of Manitou Avenue between Pawnee Avenue and Charles Parker Place. Vehicles exiting the parking lot onto Manitou Avenue must turn right as left turns are not permitted. The current parking lot can also be accessed from Lovers Lane, on the northern side of the parking lot.

Manitou Avenue is the primary route through Manitou Springs that diverges from US 24 and runs parallel before connecting back with US 24 north of the city. Sidewalks and on-street parking are present along both sides of Manitou Avenue and there is a speed limit of 20 MPH through downtown.

Ruxton Avenue is a two-lane major street with a speed limit of 20 MPH. Ruxton Avenue provides access to recreational activities including The Incline, Intemann Trail, and the formerly operating Pikes Peak Cog Railway. Ruxton Avenue has sidewalks on both sides of the street until its intersection with Bluff Ave. Shoulders are present on the remainder of the roadway. The intersection of Manitou Avenue and Ruxton Avenue features a single-lane roundabout.

Charles Parker Place is a two-lane minor street that extends approximately 80 feet from Canon Avenue to Manitou Avenue. Though there is no posted speed, it is assumed to be 15 MPH. The intersection of Manitou Avenue and Charles Parker Place is a three-leg

two-way stop-controlled intersection and does not have dedicated turn lanes. Charles Parker Place has sidewalks on both sides of the roadway. Charles Parker Place does not have on-street parking.

Lovers Lane is a two-lane minor street with a speed limit of 15 MPH. The intersection of Lovers Lane and El Paso Boulevard is a three-leg two-way stop controlled intersection and does not have dedicated turn lanes. Lovers Lane is a narrow roadway with limited right-of-way and does not have sidewalks or on-street parking.

Pawnee Avenue is a two-lane minor street with a speed limit of 20 MPH. The intersection of Manitou Avenue and Pawnee Avenue is a three-leg signalized intersection with dedicated turn lanes for the westbound left movement and eastbound right movement. Pawnee Avenue serves the neighborhoods south of Manitou Avenue with sidewalks on both sides of the roadway and on-street parking available.

El Paso Boulevard is a two-lane minor street with a speed limit of 20 MPH. The intersection of Manitou Avenue and El Paso Boulevard is a four-leg two-way stop controlled intersection and does not have dedicated turn lanes. El Paso Boulevard runs parallel to Manitou Avenue and provides access to the neighborhoods and businesses north of Manitou Avenue until its termination east of US 24. El Paso Boulevard has sidewalks on both sides of the roadway and on-street parking.

Mountain Metropolitan Transit offers free shuttle services that run through downtown Manitou Springs along Manitou Avenue and to nearby attractions. Route 33 operates beginning at the Manitou Springs Memorial Park on Manitou Avenue and El Paso Boulevard westbound to the Intemann Trail and The Incline on Ruxton Avenue and Winter Street.

Route 36 loops around El Paso Boulevard at Beckers Lane and travels westbound along Manitou Avenue to the Ruxton Avenue roundabout. Route 33 runs seven day a week from 6:00 AM to 8:00 PM. Route 36 is a seasonal shuttle running from May to September.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected Friday June 29, 2018 and Saturday June 30, 2018 during the peak summer holiday season. Traffic was counted for 16 hours from 6:00 AM to 10:00 PM to observe both daytime and nighttime traffic volumes at each location. The traffic counts were performed on a typical weekday as well as a Saturday to evaluate both scenarios to ensure the largest peak was included in the analysis .Figure 2 is a summary of the existing peak hour traffic volumes, existing laneage, turning movements, and intersection level of service. The traffic counts included counts for heavy vehicles, pedestrians, and bicyclists. Existing traffic counts are included in Appendix A.

Due to the significant number of pedestrians, Table 1 below was included in the report. Table 1 is a summary of the Saturday, June 20, 2018 pedestrian count for the entire sixteen-hour count period, the mid-day peak hour, and the early PM peak hour. The table clearly shows Manitou Springs is an extremely popular tourist destination with a tremendous amount of pedestrian activity. Please note peak hour counts are pedestrians crossing the intersection *in one hour*. As part of this study, the intersection analysis conducted for the Existing Conditions, No Build, and Build scenarios included pedestrians for the mid-day and early PM peak hours as shown in Table 1 below.

Table 1 – Pedestrian Count Summary

Period	Ruxton Avenue	Charles Parker Place	Parking Access	Pawnee Avenue	El Paso Boulevard
Early AM Peak Hour	113	160	132	32	145
Mid-Day Peak Hour	575	521	513	245	331
Early PM Peak Hour	436	698	561	214	267
Late PM Peak Hour	380	400	385	181	195
Total 16-hours	**5,511**	**6,205**	**5,347**	**2,198**	**3,363**

C. EXISTING LEVELS OF SERVICE

1. LEVEL OF SERVICE ANALYSIS PROCESS

The Sixth Edition of the *Highway Capacity Manual* (HCM) defines Level of Service (LOS) for signalized and unsignalized intersections as follows:

Table 2 – LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop.	<10	<10
B	Some vehicles stop.	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop.	>20 and <35	>15 and <25
D	Many vehicles stop.	>35 and <55	>25 and <35
E	Limit of acceptable delay.	>55 and <80	>35 and <50
F	Unacceptable delay.	>80	>50

LOS D is generally considered an acceptable level of service in urban areas and when intersections operate below this level, improvements are generally considered, where feasible.

Existing intersection traffic volumes were analyzed using the Synchro version 9 software that uses the signalized and unsignalized intersection methodology from the 2010 Edition of the HCM. Individual intersection output for the existing conditions analysis is included in Appendix B.

2. LEVEL OF SERVICE ANALYSIS RESULTS

The LOS analysis results are summarized in Table 3 and Table 4, and shown graphically in Figure 2.

The LOS analysis indicates the Manitou Avenue and Pawnee Avenue signalized intersection operates at an overall acceptable LOS in both the mid-day and early PM peak hours.

Table 3 – 2018 Existing Conditions Signalized Intersection Capacity Analysis Results						
Signalized Intersections	**2018 Mid-Day Peak**			**2018 Early PM Peak**		
	Delay (sec.)	**V/C**	**LOS**	**Delay (sec.)**	**V/C**	**LOS**
Manitou & Pawnee	5.5	0.36	A	5.0	0.33	A

The unsignalized results in Table 4 show that minor-street unsignalized movements onto Manitou Avenue from Charles Parker Place and the south parking access operate at a poor LOS of F in both peak hours. The unsignalized movement onto Manitou Avenue from El Paso Boulevard also operates at a LOS F in the early PM.

Note from Figure 2, approximately half of the existing traffic leaving the parking lot utilizes the Lovers Lane exit to the north. *This ratio of exiting traffic split between north and south exits of the parking lot will be maintained when the additional parking garage traffic is evaluated*.

Table 4 – 2018 Existing Conditions Unsignalized Intersection Results

Intersection/Movement	2018 Mid-Day Peak				2018 Early PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Manitou & Ruxton	8.8			A	10			A
EB Left	9.6	0.44	50	A	11.9	0.56	100	B
WB Left	7.7	0.38	50	A	7.6	0.38	50	A
NB Left	9.4	0.32	25	A	9.7	0.32	25	A
Manitou & Charles Parker	1.1			F	3.7			F
EB Left	9.7	0.07	25	A	10	0.6	25	A
SB Approach	69.8	0.12	25	F	126.6	0.47	50	F
Manitou & S Parking Access	1.2			E	3.4			F
EB Left	10.7	0.02	25	B	10.5	0.03	25	B
SB Approach	38.5	0.2	25	E	63.5	0.47	50	F
N Parking Access & Lovers	4.1			A	3.9			A
NB Approach	8.6	0.03	25	A	8.6	0.04	25	A
WB Left	7.3	0.01	25	A	7.3	0.01	25	A
Manitou & El Paso	2.4			B	6.6			F
NB Approach	12.5	0.09	25	B	17.7	0.10	25	C
EB Left	8.3	0.03	25	A	9.2	0.04	25	A
WB Left	8	0.01	25	A	8.7	0.02	25	A
SB Approach	14.3	0.14	25	B	56.6	0.66	100	F
El Paso & Lovers	2.5			B	3.3			B
NB Left	7.9	0.01	25	A	7.8	0.01	25	A
EB Approach	11.3	0.09	25	B	11.5	0.11	25	B

* - HCM 95th percentile queue rounded to next 25-foot increment

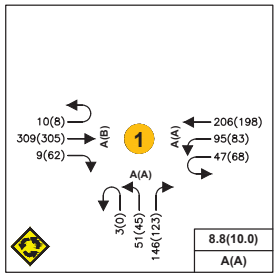
a) *El Paso Boulevard Traffic Signal Warrant Analysis*

The intersection of El Paso Boulevard and Manitou Avenue was evaluated to determine if the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants were satisfied under existing traffic conditions, based on the traffic counts collected and discussed above.

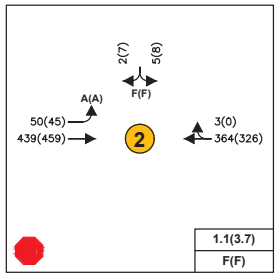
The traffic signal analysis found that the traffic volumes satisfy three of the seven traffic signal warrants identified in the MUTCD:

- Warrant 1B – 8-hour Interruption of Continuous Traffic
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3B – Peak Hour Traffic Volume

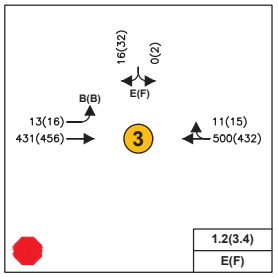
The traffic signal warrant analysis is included in Appendix B.



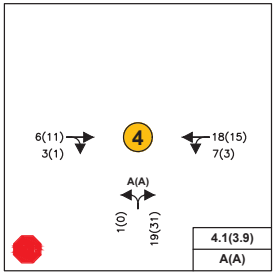
RUXTON AVE/MANITOU AVE



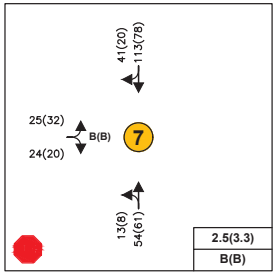
MANITOU AVE/CHARLES PARKER PL



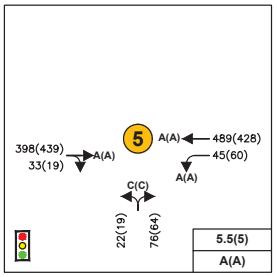
MANITOU AVE/S ENT



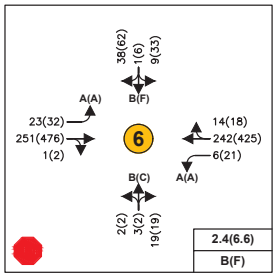
N ENT/CHARLES PARKER PL/LOVERS LN



EL PASO/LOVERS LN



PAWNEE AVE/MANITOU AVE



DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) MD(PM) Traffic Counts

X(X) MD(PM) Level of Service (LOS)

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Traffic Impact Analysis

Figure 2
MD(PM) Peak Hour Traffic Volumes

V. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the No Build and Build traffic analysis. Further analysis was completed to evaluate both a No Build and Build scenario for the proposed parking garage. The results of this analysis are provided below.

A. LEVEL OF SERVICE ANALYSIS

1. NO BUILD INTERSECTION CAPACITY ANALYSIS

For the No Build scenario, the intersections were analyzed using Synchro 9. Table 5 and Table 6 show the No Build results. The results are shown graphically in Figure 3. The Synchro output is included in Appendix D.

While it is anticipated that the parking garage will be constructed in 2019, background traffic growth is not applied to the Build and No Build scenarios.

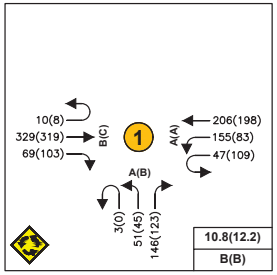
The No Build scenario includes additional volumes that were calculated to represent trips to and from the Pikes Peak Cog Railway. The calculation used to isolate the Cog Railway vehicular trips was based on information obtained from the Ruxton Avenue Use and Impact Study (Ruxton Study). The amount of parking the Cog Railway generated and the turnover rate anticipated for those visiting the Cog Railway resulted in a total 80 of vehicles in the mid-day and 55 vehicles in the early PM. Existing traffic counts were used to establish directional ratios for the No Build traffic. Existing counts at Ruxton indicated that in the mid-day peak hour, 75% of trips come from the east entrance and travel down Manitou Avenue with no stops along the way, then go directly to the Cog Railway. The other 25% come in from the west and travel through the Ruxton Avenue roundabout and directly to the Cog Railway. For the early PM peak hour, the peak of the Cog Railway trips will conclude at the time and traffic will decrease, so 55 vehicles will be used with the same split described for the mid-day peak hour. The PM traffic reduction was based on the lower evening traffic counts on westbound Ruxton Avenue that were documented in the Ruxton Study.

The analysis for Manitou Avenue and Pawnee Avenue shows the signalized intersection will continue to operate at an overall acceptable level of service for the No Build scenario as will each individual movement.

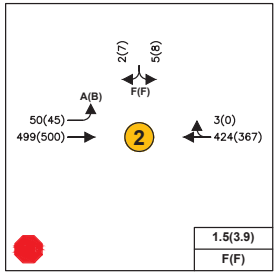
Table 5 – No Build Signalized Intersection Capacity Analysis Results						
Signalized Intersections	Mid-Day Peak			Early PM Peak		
	Delay (sec.)	V/C	LOS	Delay (sec.)	V/C	LOS
Manitou & Pawnee	5.5	0.40	A	5.1	0.37	A

As under existing conditions, the minor street movements at the unsignalized intersections onto Manitou Avenue from Charles Parker Place and the south parking access operate at poor levels of service of F during both peak periods. The unsignalized intersection on Manitou Avenue from El Paso Boulevard also operates at an LOS F during the early PM peak hour.

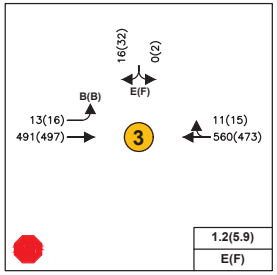
Table 6 – No Build Unsignalized Intersection Results								
Intersection/Movement	Mid-Day Peak				Early PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Manitou & Ruxton	10.8			B	12.2			B
EB Left	13.3	0.59	100	B	15.9	0.67	125	C
WB Left	8.6	0.44	50	A	8.2	0.42	50	A
NB Left	9.7	0.32	25	A	10.6	0.34	50	B
Manitou & Charles Parker	1.5			F	3.9			F
EB Left	10	0.07	25	A	10.2	0.07	25	B
SB Approach	94	0.23	25	F	153	0.53	50	F
Manitou & S Parking Access	1.2			E	5.9			F
EB Left	11.1	0.03	25	B	10.8	0.03	25	B
SB Approach	42.6	0.25	25	E	102.3	0.70	100	F
N Parking Access & Lovers	4.1			A	4.7			A
NB Approach	8.6	0.03	25	A	8.6	0.04	25	A
WB Left	7.3	0.01	0	A	7.3	0.01	0	A
Manitou & El Paso	2.2			C	7.7			F
NB Approach	13.7	0.10	25	B	19.2	0.11	25	C
EB Left	8.5	0.03	25	A	9.4	0.04	25	A
WB Left	8.2	0.01	0	A	8.8	0.02	25	A
SB Approach	16.1	0.17	25	C	73.1	0.74	125	F
El Paso & Lovers	2.5			B	3.3			B
NB Left	7.9	0.01	0	A	7.8	0.01	0	A
EB Approach	11.3	0.09	25	B	11.5	0.11	25	B
* - HCM 95th percentile queue rounded to next 25-foot increment								



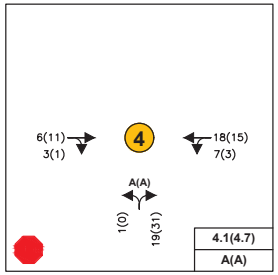
RUXTON AVE/MANITOU AVE



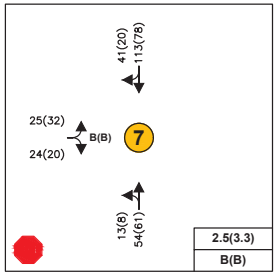
MANITOU AVE/CHARLES PARKER PL



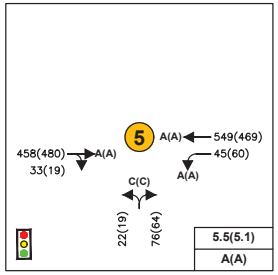
MANITOU AVE/S ENT



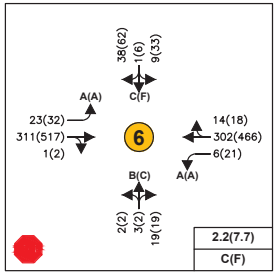
N ENT/CHARLES PARKER PL/LOVERS LN



EL PASO/LOVERS LN



PAWNEE AVE/MANITOU AVE



DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) MD(PM) Traffic Counts
- X(X) MD(PM) Level of Service (LOS)

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Figure 3
No Build MD(PM) Peak Hour Traffic Volumes with COG Railway Volume Addition

2. BUILD INTERSECTION CAPACITY ANALYSIS

The Build analysis includes two scenarios that evaluate how the addition of the new trips created by the parking garage will impact traffic operations. Baseline pedestrian volumes shown previously in Table 1 were included in the Build analysis. The Build scenarios also include additional volumes that were calculated to represent trips to and from the Pikes Peak Cog Railway.

For the Build analysis, it is assumed that vehicular visitors leaving the parking lot are also leaving Manitou Springs and are headed to US 62 east of the City. However, vehicles exiting the parking lot onto Manitou Avenue are not permitted to turn left and must make a right-turn. After turning right, vehicles must travel west on Manitou Avenue through the busy downtown area and complete a U-turn at the roundabout on Ruxton Avenue and again pass through downtown going eastbound towards US 62.

a) *Garage Addition Scenario A: Existing Traffic Patterns*

Scenario A includes the existing traffic patterns entering and exiting the parking lot with the addition of the trips created by the parking garage. The existing traffic was increased by 127%, to reflect the additional parking spaces in the garage, compared to the parking lot. The value of 127% was calculated by dividing the difference of proposed parking garage spaces and existing parking lot spaces by the existing number of parking lot spaces ((188 – 83) / 83 = 1.27).

The results shown in Table 7 indicate the signalized intersection at Manitou Avenue and Pawnee Avenue will operate at acceptable levels of service with LOS A for both mid-day and early PM peak hours.

Table 7 – Garage Addition Scenario A: Existing Traffic Patterns Signalized Intersection Capacity Analysis Results

Signalized Intersections	Mid-Day Peak			Early PM Peak		
	Delay (sec.)	V/C	LOS	Delay (sec.)	V/C	LOS
Manitou & Pawnee	5.6	0.41	A	5.0	0.40	A

Table 8 provides results for the unsignalized intersections.

- The roundabout at Ruxton Avenue and Manitou Avenue operates at an overall acceptable LOS of B in both peak hours.
- The unsignalized intersection of Manitou Avenue and the south parking access operates at an overall LOS of F in both mid-day and early PM peak hours.
- The unsignalized intersection of Lovers Lane and the north parking access operates at an overall LOS of A in both mid-day and early PM peak hours.
- The unsignalized intersection of El Paso Boulevard and Manitou Avenue degrades due to the additional traffic exiting the parking garage onto Lovers Lane. For purposes of this analysis, this exiting traffic was assumed to proceed south on El Paso Boulevard and use the El Paso Boulevard and Manitou Avenue intersection to exit east to leave Manitou Springs. The additional southbound left-turn traffic contributes to the increase in delay at this intersection.

The results indicate there is not a significant deterioration in LOS, at most of the intersections, directly related to the additional traffic associated with the addition of the parking garage. The exception is the southbound left-turn lane at the El Paso Boulevard and Manitou Avenue intersection which experiences increased delay due to the traffic exiting the parking garage via Lovers Lane.

Table 8 – Garage Addition Scenario A: Existing Traffic Patterns Unsignalized Intersection Results								
Intersection/Movement	Mid-Day Peak				Early PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Manitou & Ruxton	11.6			B	14.2			B
EB Left	14.6	0.62	100	B	19.3	0.73	175	C
WB Left	9.0	0.47	75	A	809	0.46	50	A
NB Left	10.3	0.34	25	B	11.8	0.37	50	B
Manitou & Charles Parker	1.8			F	4.4			F
EB Left	10.1	0.07	25	B	10.4	0.07	25	B
SB Approach	110.7	0.30	25	F	191.4	0.61	50	F
Manitou & S Parking Access	3.8			F	25.4			F
EB Left	11.3	0.06	25	B	11.2	0.06	25	B
SB Approach	66.2	0.57	75	F	279.1	1.30	225	F
N Parking Access & Lovers	5.5			A	6.2			A
NB Approach	8.8	0.06	25	A	8.7	0.08	25	A
WB Left	7.3	0.01	0	A	7.3	0.01	0	A
Manitou & El Paso	3.5			D	35.8			F
NB Approach	14.2	0.11	25	B	20.7	0.12	25	C
EB Left	8.5	0.03	25	A	9.4	0.04	25	A
WB Left	8.2	0.01	0	A	9	0.02	25	A
SB Approach	25.2	0.35	50	D	295.6	1.41	300	F
El Paso & Lovers	3.2			B	4.6			B
NB Left	7.9	0.01	0	A	7.8	0.01	0	A
EB Approach	11.3	0.13	25	B	11.6	0.18	25	B
* - HCM 95th percentile queue rounded to next 25-foot increment								

b) *Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left*

Scenario B evaluates the existing traffic pattern entering and exiting the parking garage, with the exception of all trips exiting southbound turning left. This was done to discourage traffic from going through downtown and adding to congestion.

As shown in Table 9, the results indicate the signalized intersection at Manitou Avenue and Pawnee Avenue will operate at acceptable levels of service with LOS A for both mid-day and early PM peak hours.

Table 9 – Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left Signalized Intersection Capacity Analysis Results						
Signalized Intersections	**Mid-Day Peak**			**Early PM Peak**		
	Delay (sec.)	**V/C**	**LOS**	**Delay (sec.)**	**V/C**	**LOS**
Manitou & Pawnee	5.5	0.41	A	5.0	0.40	A

Table 10 provides results for the unsignalized intersections.

- The unsignalized intersection of Manitou Avenue and the south parking access operates at an overall LOS of F in both mid-day and early PM peak hours.
- The unsignalized intersection of Lovers Lane and the north parking access operates at an overall LOS of A in both mid-day and early PM peak hours.
- The roundabout at Ruxton Avenue and Manitou Avenue operates at an overall acceptable LOS of B in both peak hours.

Overall results indicate that a left-out alternative for the parking garage will not provide improved traffic operations along the corridor. The combination of poor sight distance for left-turning traffic and the impact to pedestrian travel that would result from additional left-turning vehicles, left-turn only scenario at the parking garage entrance is not recommended.

Table 10 – Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left Unsignalized Intersection Results

Intersection/Movement	Mid-Day Peak				Early PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Manitou & Ruxton	11.2			B	13.0			B
EB Left	14.0	0.61	100	B	17.1	0.70	150	C
WB Left	8.6	0.44	50	A	8.2	0.42	50	A
NB Left	10	0.33	25	A	11.1	0.35	50	B
Manitou & Charles Parker	1.8			F	4.1			F
EB Left	10	0.07	25	A	10.2	0.07	25	B
SB Approach	102.4	0.28	25	F	164.2	0.55	50	F
Manitou & S Parking Access	71.4			F	228.7			F
EB Left	11.3	0.06	25	B	11.2	0.06	25	B
SB Approach	1312	3.13	225	F	2456	5.64	375	F
N Parking Access & Lovers	5.5			A	6.2			A
NB Approach	8.8	0.06	25	A	8.7	0.08	25	A
WB Left	7.3	0.01	0	A	7.3	0.01	0	A
Manitou & El Paso	3.5			D	35.8			F
NB Approach	14.2	0.11	25	B	20.7	0.12	25	C
EB Left	8.5	0.03	25	A	9.4	0.04	25	A
WB Left	8.2	0.01	0	A	9	0.02	25	A
SB Approach	25.2	0.35	50	D	295.6	1.41	300	F
El Paso & Lovers	3.2			B	4.6			B
NB Left	7.9	0.01	0	A	7.8	0.01	0	A
EB Approach	11.3	0.13	25	B	11.6	0.18	25	B

* - HCM 95th percentile queue rounded to next 25-foot increment

(1) South Parking Access Traffic Signal Warrant Analysis

The intersection of the south parking access point and Manitou Avenue was evaluated to determine if the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants were satisfied under Build Scenario B, based on the traffic counts collected and discussed above. The traffic signal analysis found that while delay is high at the southbound left movement, the traffic volumes do not satisfy the peak hour traffic signal warrant identified in the MUTCD. The traffic signal warrant analysis is included in Appendix E. In addition to the unsatisfied warrant, a signal at this location is not recommended because of potential impacts to perceived pedestrian safety and issues with sight distance and signal timing. These issues are described in further detail below.

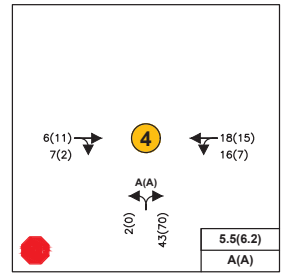
The pedestrians crossing along Manitou Avenue at the south parking access point make it challenging for vehicles to cross while entering and exiting the driveway. In addition to navigating the pedestrians, sight distance exiting the driveway is poor due to the curvature of the road. The sight distance looking left is approximately 75 feet with the signal

at Pawnee Avenue only 100 feet from the parking lot. The sight distance looking right is approximately 130 feet, however it is compromised by trees and planters.

If a signal were to be placed at the south parking access point, it would need to be tied with the Pawnee Avenue signal to create one offset signal. This would require that the parking access point and Pawnee Avenue be split phase because there is not sufficient storage between the intersections. This would further degrade the traffic operations on Manitou Avenue. For the reasons discussed above, placing a new signal at the south parking access point is not recommended.

It is recommended that the south parking access point from Manitou Avenue remain as it is today. This includes an unsignalized intersection with stop control for exiting traffic which is restricted to right-out only.

Currently, employees during the summer season place cones at the parking lot entrance when it is at capacity. The implementation of a formalized notification system to display if the parking garage is at capacity is also recommended. This would reduce the vehicle and pedestrian conflict at the parking access point.



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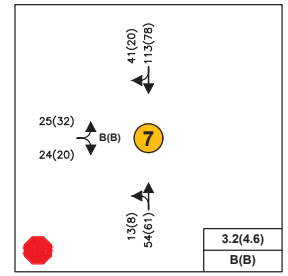

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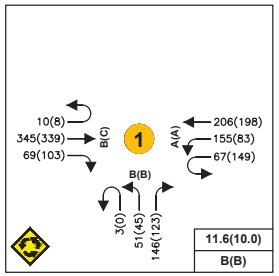
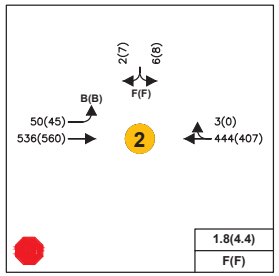
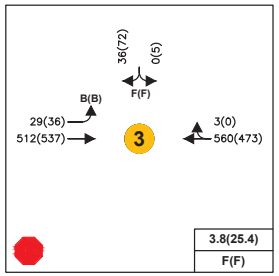


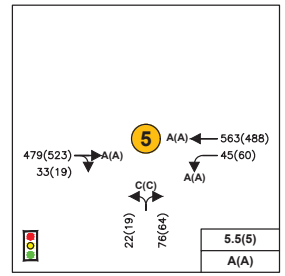
RUXTON AVE/MANITOU AVE



MANITOU AVE/CHARLES PARKER PL



MANITOU AVE/S ENT



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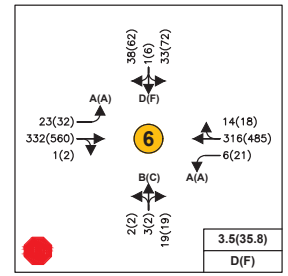

DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) MD(PM) Traffic Counts

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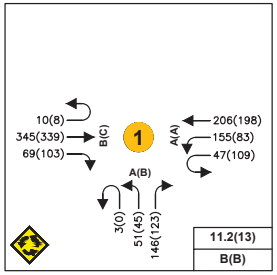
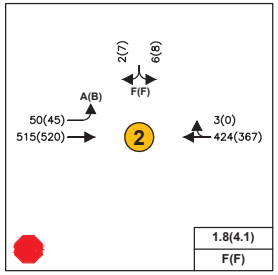
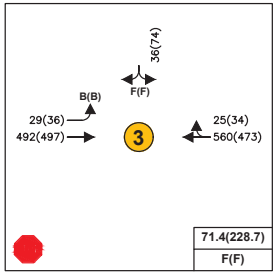
Figure 4
Build MD(PM) Peak Hour Traffic Volumes - Garage Addition Scenario
A: Existing Traffic Patterns



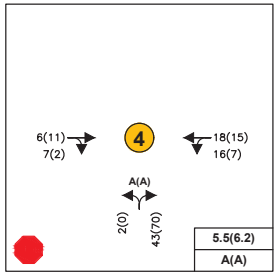
RUXTON AVE/MANITOU AVE



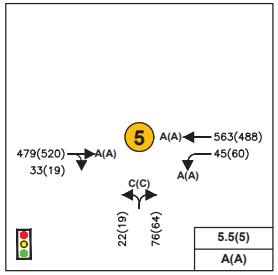
MANITOU AVE/CHARLES PARKER PL



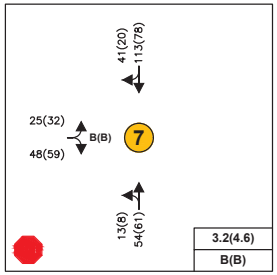
MANITOU AVE/S ENT



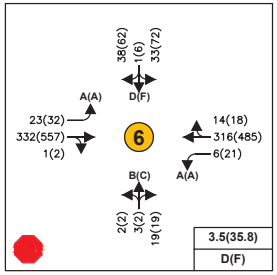
N ENT/CHARLES PARKER PL/LOVERS LN



PAWNEE AVE/MANITOU AVE



EL PASO/LOVERS LN



DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) MD(PM) Traffic Counts

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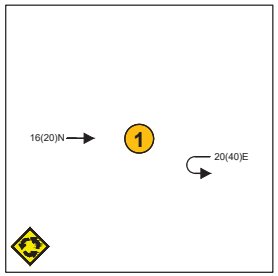
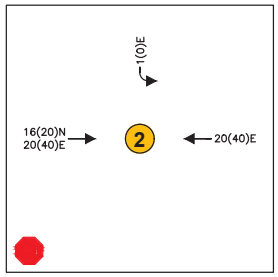
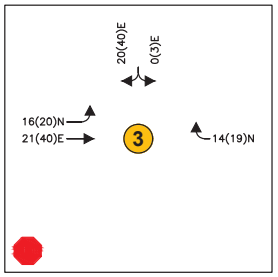
Figure 5
Build MD(PM) Peak Hour Traffic Volumes - Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left



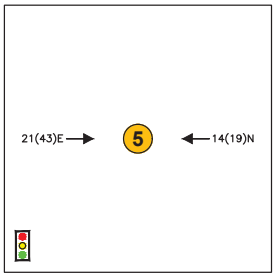
RUXTON AVE/MANITOU AVE



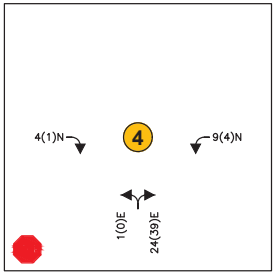
MANITOU AVE/CHARLES PARKER PL



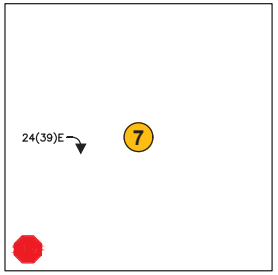
MANITOU AVE/S ENT



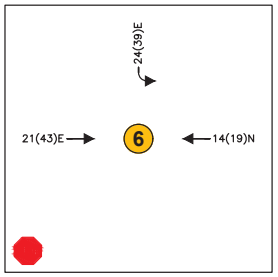
PAWNEE AVE/MANITOU AVE



N ENT/CHARLES PARKER PL/LOVERS LN



EL PASO/LOVERS LN



DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) MD(PM) Traffic Counts
- N ENTERING
- E EXITING

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Figure 6
Trip Assignment Volumes MD(PM) - Garage Addition Scenario A: Existing Traffic Patterns

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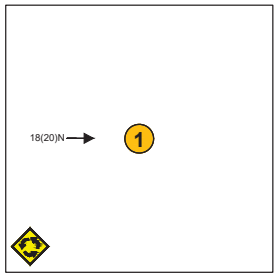
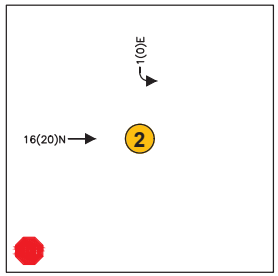
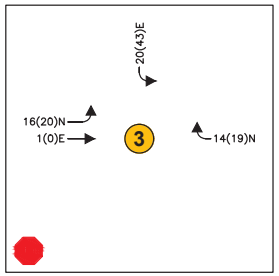


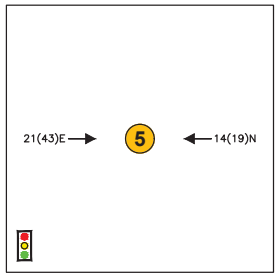
RUXTON AVE/MANITOU AVE



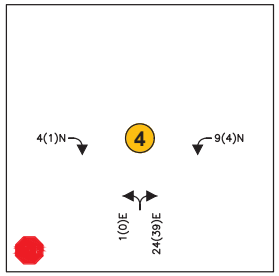
MANITOU AVE/CHARLES PARKER PL



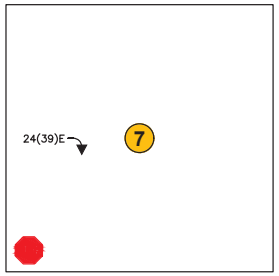
MANITOU AVE/S ENT



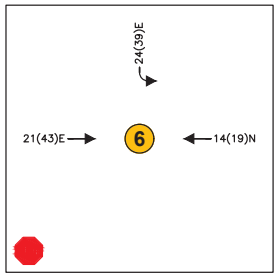
PAWNEE AVE/MANITOU AVE



N ENT/CHARLES PARKER PL/LOVERS LN



EL PASO/LOVERS LN



DEER PATH AVE/EL PASO/MANITOU AVE

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) MD(PM) Traffic Counts
- N ENTERING
- E EXITING

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Wichita Parking Garage
Manitou Springs, CO
Traffic Impact Analysis

Figure 7
Trip Assignment Volumes MD(PM) - Garage Addition Scenario B: Existing Exit Ratio with All Southbound Trips Turning Left

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CONCLUSIONS AND RECOMMENDATIONS

B. CONCLUSIONS

Mitigating congestion while enhancing the comfort and safety of alternative transportation modes, like walking and biking, are goals set forth by Manitou Springs in Plan Manitou. The addition of the Wichita parking garage will support the City's commitments to coordinate the needs of visitors and residents by providing additional parking and considering the travel patterns and safety of pedestrians.

Manitou Avenue currently operates at an overall acceptable level of service. However, due to the high traffic volume and pedestrian activity, the congestion that is present is expected to continue with the addition of the Wichita parking garage but not be significantly impacted. Traffic operations from a vehicular standpoint will continue similarly with minimal or no additional delays at existing intersections. A detailed comparison between the Existing Conditions, No Build, and the two Build Scenarios is shown in Table 11. This comparison helps represent the minimal impact expected from the construction of the Wichita parking garage.

1. GARAGE ADDITION SCENARIO A: EXISTING TRAFFIC PATTERNS

The worst-case level of service for the southbound approach exiting the parking garage onto Manitou Avenue degrades with a 22 second per vehicle increase in delay. The delay at the Manitou Avenue and El Paso Boulevard intersection will also worsen by 29.2 seconds per vehicle at the southbound approach due to vehicles exiting the parking garage from Lovers Lane and connecting back to Manitou Avenue via El Paso Boulevard.

2. GARAGE ADDITION SCENARIO B: EXISTING EXIT RATIO WITH ALL SOUTHBOUND TRIPS TURNING LEFT

The worst-case level of service for the southbound approach exiting the parking garage onto Manitou Avenue degrades with a 225.3 second per vehicle increase in delay. The delay at the Manitou Avenue and El Paso Boulevard intersection will also worsen by 29.2 seconds per vehicle at the southbound approach due to vehicles exiting the parking garage from Lovers Lane and connecting back to Manitou Avenue via El Paso Boulevard.

Table 11 – Intersection Results Summary Table

Intersection/Movement	Scenario	2018 Mid-Day Peak		2018 Early PM Peak	
		Delay	LOS	Delay	LOS
Manitou & Ruxton (Roundabout)	Existing	8.8	A	10	A
	No Build	10.8	B	12.2	B
	Scenario A	11.6	B	14.2	B
	Scenario B	11.2	B	13	B
Manitou & Charles Parker (Two Way Stop Controlled)	Existing	1.1	F	3.7	F
	No Build	1.5	F	3.9	F
	Scenario A	1.8	F	4.4	F
	Scenario B	1.8	F	4.1	F
Manitou & S Parking Access (Two Way Stop Controlled)	Existing	1.2	E	3.4	F
	No Build	1.2	E	5.9	F
	Scenario A	3.8	F	25.4	F
	Scenario B	71.4	F	228.7	F
N Parking Access & Lovers (Two Way Stop Controlled)	Existing	4.1	A	3.9	A
	No Build	4.1	A	4.7	A
	Scenario A	5.5	A	6.2	A
	Scenario B	5.5	A	6.2	A
Manitou & Pawnee (Signalized)	Existing	5.5	A	5	A
	No Build	5.5	A	5.1	A
	Scenario A	5.6	A	5	A
	Scenario B	5.5	A	5	A
Manitou & El Paso (Two Way Stop Controlled)	Existing	2.4	B	6.6	F
	No Build	2.2	C	7.7	F
	Scenario A	3.5	D	35.8	F
	Scenario B	3.5	D	35.8	F
Manitou & El Paso (Recommended Signalized)	Existing	6.1	A	6.9	A
	No Build	6.2	A	7.1	A
	Scenario A	6.5	A	8.3	A
	Scenario B	6.5	A	8.3	A
El Paso & Lovers (Two Way Stop Controlled)	Existing	2.5	B	3.3	B
	No Build	2.5	B	3.3	B
	Scenario A	3.2	B	4.6	B
	Scenario B	3.2	B	4.6	B

The LOS represents the worst movement delay for the two way stop controlled intersections.

C. RECOMMENDATIONS

1. EL PASO BOULEVARD TRAFFIC SIGNAL

To accommodate traffic exiting the parking garage via Lovers Lane, the installation of a traffic signal at the intersection of El Paso Boulevard and Manitou Avenue is

recommended. It is anticipated that with the addition of the parking garage, drivers will continue to exit onto Lovers Lane and navigate to US 24 from El Paso Boulevard and Manitou Avenue. The traffic signal is warranted under existing traffic conditions, based on the traffic counts collected.

2. PARKING ACCESS SOUTHBOUND RIGHT EXIT ONLY

It is recommended that the current restriction of left turns from the Wichita parking lot onto Manitou Avenue should remain. Permitting only right turns will require vehicles to come to a complete stop before turning. This will improve the pedestrian's perceived safety as they cross the parking driveway, and restricting left turns will help to manage traffic operations. Because this area is heavily trafficked by pedestrians, the current intersection type will function better than a signalized intersection where vehicles may enter the intersection on a green light without looking for pedestrians.

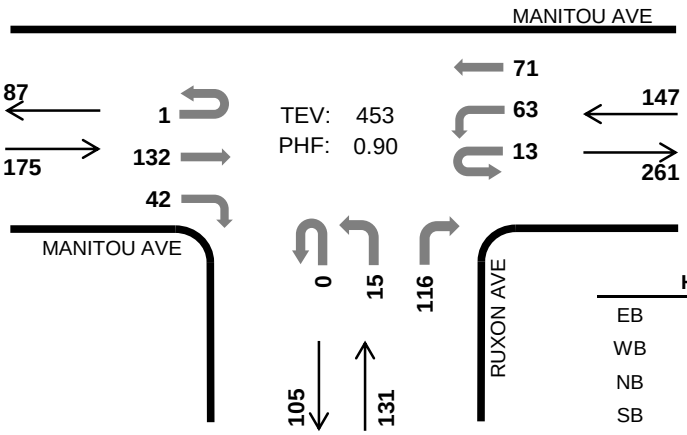
APPENDIX A
EXISTING TRAFFIC COUNTS

RUXON AVE
MANITOU AVE

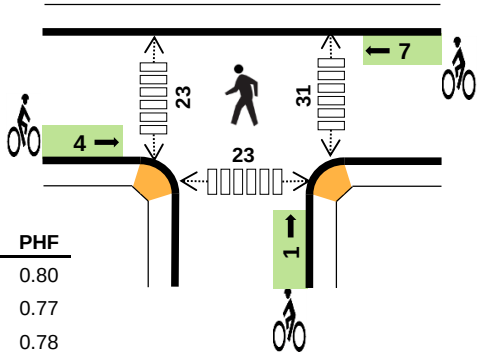
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	5.1%	0.80
WB	7.5%	0.77
NB	3.1%	0.78
SB	-	-
TOTAL	5.3%	0.90



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	28	12	4	9	8	0	0	9	0	33	0	0	0	0	103	0
9:15 AM	1	0	33	6	2	25	21	0	0	2	0	34	0	0	0	0	124	0
9:30 AM	0	0	25	15	3	8	20	0	0	1	0	28	0	0	0	0	100	0
9:45 AM	0	0	46	9	4	21	22	0	0	3	0	21	0	0	0	0	126	453
Peak Hour	1	0	132	42	13	63	71	0	0	15	0	116	0	0	0	0	453	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	1	1	0	*3*	1	0	1	0	*2*	7	12	0	8	*27*
9:15 AM	1	4	0	0	*5*	0	3	0	0	*3*	5	1	0	1	*7*
9:30 AM	3	4	1	0	*8*	2	3	0	0	*5*	12	5	0	5	*22*
9:45 AM	4	2	2	0	*8*	1	1	0	0	*2*	7	5	0	9	*21*
Peak Hour	9	11	4	0	*24*	4	7	1	0	*12*	31	23	0	23	*77*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	1	0	5	8	0	34	3	0	2	2	0	19	0	0	0	0	74	0
6:15 AM	0	0	6	7	1	22	1	0	0	1	0	10	0	0	0	0	48	0
6:30 AM	0	0	5	12	1	10	10	0	0	1	0	10	0	0	0	0	49	0
6:45 AM	0	0	2	7	0	14	4	0	0	5	0	15	0	0	0	0	47	218
7:00 AM	0	0	10	12	2	20	6	0	0	7	0	17	0	0	0	0	74	218
7:15 AM	0	0	11	8	0	12	10	0	1	7	0	27	0	0	0	0	76	246
7:30 AM	0	0	11	10	3	15	7	0	0	9	0	30	0	0	0	0	85	282
7:45 AM	0	0	14	10	2	7	5	0	0	8	0	16	0	0	0	0	62	297
8:00 AM	0	0	23	6	5	15	12	0	0	6	0	23	0	0	0	0	90	313
8:15 AM	0	0	24	6	4	14	15	0	0	11	0	30	0	0	0	0	104	341
8:30 AM	0	0	18	6	3	16	11	0	0	14	0	32	0	0	0	0	100	356
8:45 AM	2	0	20	13	5	12	11	0	0	15	0	31	0	0	0	0	109	403
9:00 AM	**0**	**0**	**28**	**12**	**4**	**9**	**8**	**0**	**0**	**9**	**0**	**33**	**0**	**0**	**0**	**0**	**103**	416
9:15 AM	**1**	**0**	**33**	**6**	**2**	**25**	**21**	**0**	**0**	**2**	**0**	**34**	**0**	**0**	**0**	**0**	**124**	436
9:30 AM	**0**	**0**	**25**	**15**	**3**	**8**	**20**	**0**	**0**	**1**	**0**	**28**	**0**	**0**	**0**	**0**	**100**	436
9:45 AM	**0**	**0**	**46**	**9**	**4**	**21**	**22**	**0**	**0**	**3**	**0**	**21**	**0**	**0**	**0**	**0**	**126**	**453**
Count Total	4	0	281	147	39	254	166	0	3	101	0	376	0	0	0	0	1,371	0
Peak Hour	**1**	**0**	**132**	**42**	**13**	**63**	**71**	**0**	**0**	**15**	**0**	**116**	**0**	**0**	**0**	**0**	**453**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

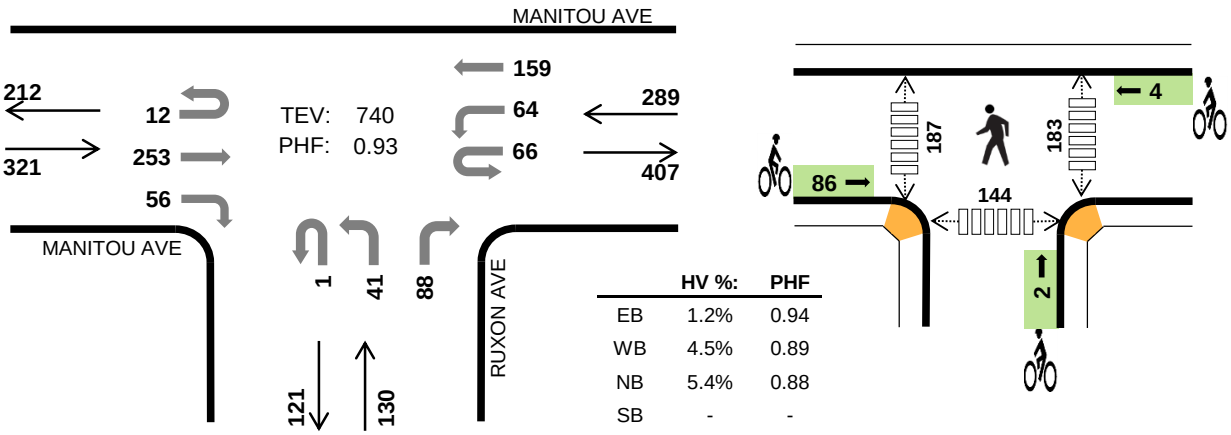
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	1	0	1	*2*
6:15 AM	0	1	1	0	*2*	1	0	0	0	*1*	1	4	0	2	*7*
6:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	3	4	0	2	*9*
6:45 AM	0	0	1	0	*1*	8	1	2	0	*11*	2	4	0	2	*8*
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	5	0	4	*9*
7:15 AM	1	2	0	0	*3*	1	0	1	0	*2*	0	1	0	0	*1*
7:30 AM	2	3	2	0	*7*	1	0	1	0	*2*	5	15	0	4	*24*
7:45 AM	1	1	2	0	*4*	4	2	2	0	*8*	3	5	0	3	*11*
8:00 AM	1	3	2	0	*6*	1	0	2	0	*3*	3	2	0	0	*5*
8:15 AM	1	2	0	0	*3*	2	0	0	0	*2*	3	10	0	1	*14*
8:30 AM	1	3	1	0	*5*	0	0	0	0	*0*	7	7	0	0	*14*
8:45 AM	0	2	1	0	*3*	1	0	1	0	*2*	4	7	0	14	*25*
9:00 AM	**1**	**1**	**1**	**0**	***3***	**1**	**0**	**1**	**0**	***2***	**7**	**12**	**0**	**8**	*27*
9:15 AM	**1**	**4**	**0**	**0**	***5***	**0**	**3**	**0**	**0**	***3***	**5**	**1**	**0**	**1**	*7*
9:30 AM	**3**	**4**	**1**	**0**	***8***	**2**	**3**	**0**	**0**	***5***	**12**	**5**	**0**	**5**	*22*
9:45 AM	**4**	**2**	**2**	**0**	***8***	**1**	**1**	**0**	**0**	***2***	**7**	**5**	**0**	**9**	***21***
Count Total	16	31	16	0	*63*	23	10	10	0	*43*	62	88	0	56	*206*
Peak Hr	**9**	**11**	**4**	**0**	***24***	**4**	**7**	**1**	**0**	***12***	**31**	**23**	**0**	**23**	***77***

RUXON AVE
MANITOU AVE

N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



	HV %:	PHF
EB	1.2%	0.94
WB	4.5%	0.89
NB	5.4%	0.88
SB	-	-
TOTAL	3.2%	0.93

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	4	0	63	18	15	21	36	0	1	13	0	15	0	0	0	0	186	0
1:15 PM	1	0	64	8	15	13	33	0	0	6	0	25	0	0	0	0	165	0
1:30 PM	2	0	65	12	21	17	37	0	0	15	0	22	0	0	0	0	191	0
1:45 PM	5	0	61	18	15	13	53	0	0	7	0	26	0	0	0	0	198	740
Peak Hour	12	0	253	56	66	64	159	0	1	41	0	88	0	0	0	0	740	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	0	3	3	0	*6*	45	3	0	0	*48*	37	61	0	27	*125*
1:15 PM	2	4	0	0	*6*	20	1	0	0	*21*	38	42	0	33	*113*
1:30 PM	2	4	2	0	*8*	19	0	2	0	*21*	43	36	0	40	*119*
1:45 PM	0	2	2	0	*4*	2	0	0	0	*2*	65	48	0	44	*157*
Peak Hour	4	13	7	0	*24*	86	4	2	0	*92*	183	187	0	144	*514*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	1	0	31	6	4	19	18	0	0	4	0	23	0	0	0	0	106	0
10:15 AM	1	0	31	8	11	22	20	0	0	9	0	15	0	0	0	0	117	0
10:30 AM	0	0	33	7	6	19	24	0	0	15	0	23	0	0	0	0	127	0
10:45 AM	2	0	56	10	8	21	30	0	0	9	0	24	0	0	0	0	160	510
11:00 AM	0	0	35	17	9	17	29	0	1	9	0	20	0	0	0	0	137	541
11:15 AM	0	0	38	13	11	12	31	0	1	4	0	29	0	0	0	0	139	563
11:30 AM	1	0	44	7	9	17	29	0	0	4	0	20	0	0	0	0	131	567
11:45 AM	2	0	49	20	10	18	33	0	0	7	0	16	0	0	0	0	155	562
12:00 PM	0	0	51	12	15	18	32	0	0	6	0	25	0	0	0	0	159	584
12:15 PM	3	0	43	15	9	15	30	0	0	13	0	23	0	0	0	0	151	596
12:30 PM	2	0	61	11	12	19	28	0	0	5	0	26	0	0	0	0	164	629
12:45 PM	2	0	45	15	11	17	33	0	0	12	0	22	0	0	0	0	157	631
1:00 PM	**4**	**0**	**63**	**18**	**15**	**21**	**36**	**0**	**1**	**13**	**0**	**15**	**0**	**0**	**0**	**0**	**186**	658
1:15 PM	**1**	**0**	**64**	**8**	**15**	**13**	**33**	**0**	**0**	**6**	**0**	**25**	**0**	**0**	**0**	**0**	**165**	672
1:30 PM	**2**	**0**	**65**	**12**	**21**	**17**	**37**	**0**	**0**	**15**	**0**	**22**	**0**	**0**	**0**	**0**	**191**	699
1:45 PM	**5**	**0**	**61**	**18**	**15**	**13**	**53**	**0**	**0**	**7**	**0**	**26**	**0**	**0**	**0**	**0**	**198**	**740**
Count Total	26	0	770	197	181	278	496	0	3	138	0	354	0	0	0	0	2,443	0
Peak Hour	**12**	**0**	**253**	**56**	**66**	**64**	**159**	**0**	**1**	**41**	**0**	**88**	**0**	**0**	**0**	**0**	**740**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

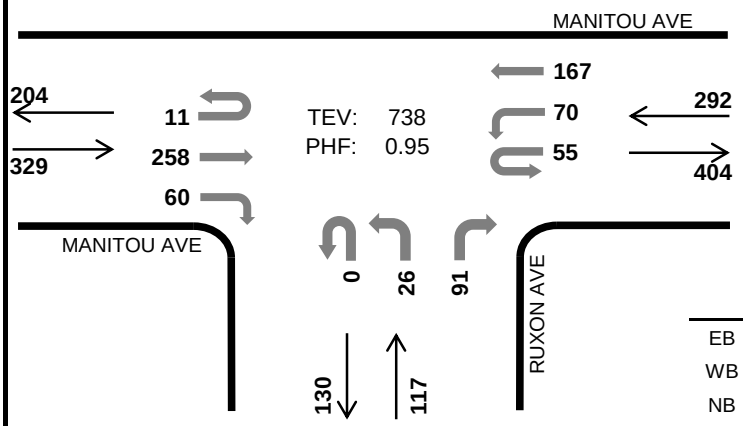
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	1	1	0	*2*	0	1	0	0	*1*	13	6	0	17	*36*
10:15 AM	0	2	0	0	*2*	0	0	0	0	*0*	18	5	0	13	*36*
10:30 AM	1	3	1	0	*5*	0	0	3	0	*3*	17	14	0	8	*39*
10:45 AM	0	2	1	0	*3*	0	0	1	0	*1*	15	14	0	16	*45*
11:00 AM	1	2	1	0	*4*	0	0	0	0	*0*	15	33	0	22	*70*
11:15 AM	0	3	0	0	*3*	1	0	0	0	*1*	39	38	0	28	*105*
11:30 AM	0	2	1	0	*3*	0	1	1	0	*2*	17	19	0	13	*49*
11:45 AM	3	1	1	0	*5*	1	1	0	0	*2*	26	53	0	63	*142*
12:00 PM	0	3	1	0	*4*	25	1	0	0	*26*	28	35	0	16	*79*
12:15 PM	1	3	0	0	*4*	6	0	0	0	*6*	25	22	0	17	*64*
12:30 PM	0	3	1	0	*4*	20	1	1	0	*22*	19	34	0	28	*81*
12:45 PM	2	1	2	0	*5*	10	0	0	0	*10*	36	29	0	29	*94*
1:00 PM	**0**	**3**	**3**	**0**	***6***	**45**	**3**	**0**	**0**	***48***	**37**	**61**	**0**	**27**	*125*
1:15 PM	**2**	**4**	**0**	**0**	***6***	**20**	**1**	**0**	**0**	***21***	**38**	**42**	**0**	**33**	*113*
1:30 PM	**2**	**4**	**2**	**0**	***8***	**19**	**0**	**2**	**0**	***21***	**43**	**36**	**0**	**40**	*119*
1:45 PM	**0**	**2**	**2**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**65**	**48**	**0**	**44**	***157***
Count Total	12	39	17	0	*68*	149	9	8	0	*166*	451	489	0	414	*1,354*
Peak Hr	**4**	**13**	**7**	**0**	***24***	**86**	**4**	**2**	**0**	***92***	**183**	**187**	**0**	**144**	***514***

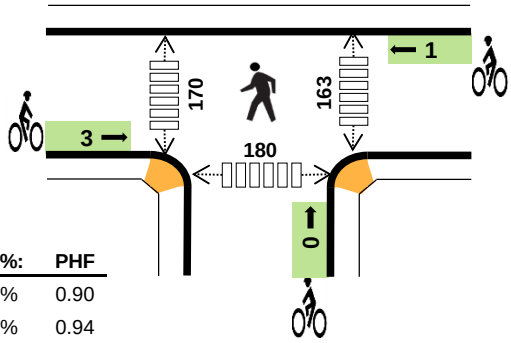
RUXON AVE
MANITOU AVE

N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV %:	PHF
EB	1.2%	0.90
WB	3.1%	0.94
NB	2.6%	0.89
SB	-	-
TOTAL	2.2%	0.95

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	0	71	18	15	14	46	0	0	6	0	24	0	0	0	0	195	0
2:15 PM	2	0	58	13	13	21	38	0	0	7	0	26	0	0	0	0	178	0
2:30 PM	3	0	70	18	12	17	49	0	0	6	0	18	0	0	0	0	193	0
2:45 PM	5	0	59	11	15	18	34	0	0	7	0	23	0	0	0	0	172	738
Peak Hour	11	0	258	60	55	70	167	0	0	26	0	91	0	0	0	0	738	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	1	0	*2*	1	1	0	0	*2*	36	33	0	51	*120*
2:15 PM	1	2	1	0	*4*	0	0	0	0	*0*	40	42	0	41	*123*
2:30 PM	2	4	0	0	*6*	2	0	0	0	*2*	41	46	0	53	*140*
2:45 PM	1	2	1	0	*4*	0	0	0	0	*0*	46	49	0	35	*130*
Peak Hour	4	9	3	0	*16*	3	1	0	0	*4*	163	170	0	180	*513*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**1**	**0**	**71**	**18**	**15**	**14**	**46**	**0**	**0**	**6**	**0**	**24**	**0**	**0**	**0**	**0**	**195**	0
2:15 PM	**2**	**0**	**58**	**13**	**13**	**21**	**38**	**0**	**0**	**7**	**0**	**26**	**0**	**0**	**0**	**0**	**178**	0
2:30 PM	**3**	**0**	**70**	**18**	**12**	**17**	**49**	**0**	**0**	**6**	**0**	**18**	**0**	**0**	**0**	**0**	**193**	0
2:45 PM	**5**	**0**	**59**	**11**	**15**	**18**	**34**	**0**	**0**	**7**	**0**	**23**	**0**	**0**	**0**	**0**	**172**	**738**
3:00 PM	0	0	62	19	12	14	38	0	0	14	0	25	0	0	0	0	184	727
3:15 PM	0	0	48	13	12	14	36	0	0	6	0	22	0	0	0	0	151	700
3:30 PM	0	0	73	11	14	21	27	0	0	9	0	24	0	0	0	0	179	686
3:45 PM	1	0	51	20	8	18	31	0	0	3	0	20	0	0	0	0	152	666
4:00 PM	0	0	53	14	11	19	38	0	0	6	0	25	0	0	0	0	166	648
4:15 PM	1	0	56	10	12	13	26	0	0	2	0	11	0	0	0	0	131	628
4:30 PM	3	0	65	16	11	21	24	0	0	10	0	15	0	0	0	0	165	614
4:45 PM	2	0	56	18	16	12	40	0	0	3	0	22	0	0	0	0	169	631
5:00 PM	0	0	53	22	15	17	30	0	0	8	0	27	0	0	0	0	172	637
5:15 PM	1	0	44	11	13	21	30	0	0	3	0	23	0	0	0	0	146	652
5:30 PM	3	0	45	7	17	30	31	0	0	5	0	14	0	0	0	0	152	639
5:45 PM	0	0	57	11	13	18	36	0	0	7	0	20	0	0	0	0	162	632
Count Total	22	0	921	232	209	288	554	0	0	102	0	339	0	0	0	0	2,667	0
Peak Hour	**11**	**0**	**258**	**60**	**55**	**70**	**167**	**0**	**0**	**26**	**0**	**91**	**0**	**0**	**0**	**0**	**738**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

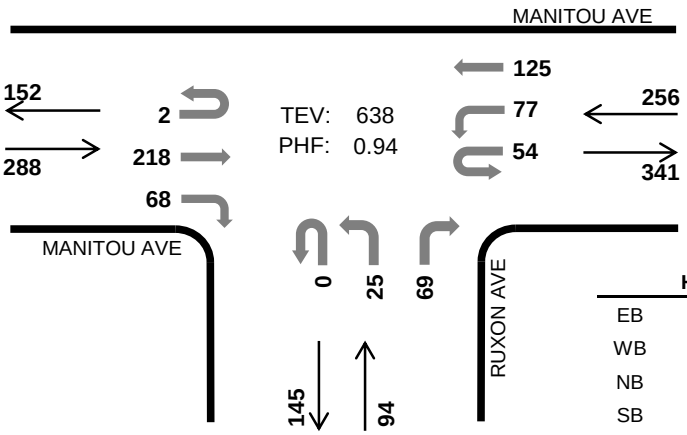
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**0**	**1**	**1**	**0**	***2***	**1**	**1**	**0**	**0**	***2***	**36**	**33**	**0**	**51**	*120*
2:15 PM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**40**	**42**	**0**	**41**	*123*
2:30 PM	**2**	**4**	**0**	**0**	***6***	**2**	**0**	**0**	**0**	***2***	**41**	**46**	**0**	**53**	*140*
2:45 PM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**46**	**49**	**0**	**35**	***130***
3:00 PM	1	1	1	0	*3*	0	1	0	0	*1*	24	28	0	14	*66*
3:15 PM	2	2	1	0	*5*	0	0	1	0	*1*	53	53	0	15	*121*
3:30 PM	1	5	0	0	*6*	1	0	0	0	*1*	33	39	0	30	*102*
3:45 PM	1	1	1	0	*3*	4	1	0	0	*5*	33	89	0	32	*154*
4:00 PM	0	2	1	0	*3*	0	3	1	0	*4*	24	22	0	32	*78*
4:15 PM	1	2	1	0	*4*	4	1	1	0	*6*	32	30	0	39	*101*
4:30 PM	0	2	1	0	*3*	1	0	0	0	*1*	24	14	0	19	*57*
4:45 PM	0	1	1	0	*2*	0	1	0	0	*1*	37	52	0	62	*151*
5:00 PM	0	2	1	0	*3*	0	0	0	0	*0*	33	23	0	32	*88*
5:15 PM	1	3	1	0	*5*	0	0	0	0	*0*	47	19	0	31	*97*
5:30 PM	0	3	0	0	*3*	1	0	1	0	*2*	49	33	0	34	*116*
5:45 PM	0	3	2	0	*5*	0	0	1	0	*1*	28	20	0	16	*64*
Count Total	11	36	14	0	*61*	14	8	5	0	*27*	580	592	0	536	*1,708*
Peak Hr	**4**	**9**	**3**	**0**	***16***	**3**	**1**	**0**	**0**	***4***	**163**	**170**	**0**	**180**	***513***

RUXON AVE
MANITOU AVE

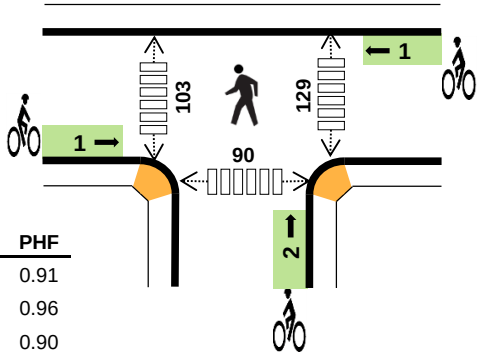
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	0.7%	0.91
WB	2.3%	0.96
NB	3.2%	0.90
SB	-	-
TOTAL	1.7%	0.94



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	1	0	59	19	15	19	30	0	0	10	0	16	0	0	0	0	169	0
6:15 PM	0	0	43	19	15	21	31	0	0	7	0	18	0	0	0	0	154	0
6:30 PM	1	0	55	17	14	21	32	0	0	2	0	18	0	0	0	0	160	0
6:45 PM	0	0	61	13	10	16	32	0	0	6	0	17	0	0	0	0	155	638
Peak Hour	2	0	218	68	54	77	125	0	0	25	0	69	0	0	0	0	638	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	2	1	1	0	*4*	1	0	2	0	*3*	25	18	0	15	*58*
6:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	38	22	0	24	*84*
6:30 PM	0	2	0	0	*2*	0	0	0	0	*0*	13	33	0	17	*63*
6:45 PM	0	1	1	0	*2*	0	1	0	0	*1*	53	30	0	34	*117*
Peak Hour	2	6	3	0	*11*	1	1	2	0	*4*	129	103	0	90	*322*

Four-Hour Count Summaries

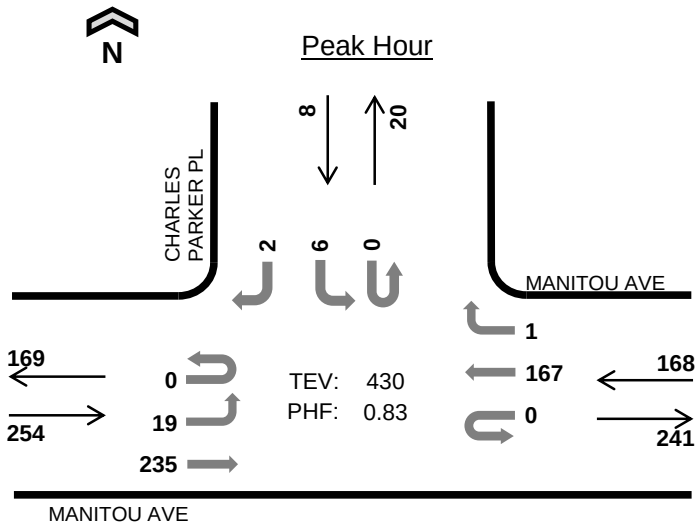
Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**1**	**0**	**59**	**19**	**15**	**19**	**30**	**0**	**0**	**10**	**0**	**16**	**0**	**0**	**0**	**0**	**169**	0
6:15 PM	**0**	**0**	**43**	**19**	**15**	**21**	**31**	**0**	**0**	**7**	**0**	**18**	**0**	**0**	**0**	**0**	**154**	0
6:30 PM	**1**	**0**	**55**	**17**	**14**	**21**	**32**	**0**	**0**	**2**	**0**	**18**	**0**	**0**	**0**	**0**	**160**	0
6:45 PM	**0**	**0**	**61**	**13**	**10**	**16**	**32**	**0**	**0**	**6**	**0**	**17**	**0**	**0**	**0**	**0**	**155**	**638**
7:00 PM	0	0	50	18	12	14	47	0	0	5	0	14	0	0	0	0	160	629
7:15 PM	1	0	49	7	12	8	28	0	0	6	0	12	0	0	0	0	123	598
7:30 PM	0	0	44	7	20	15	32	0	0	5	0	11	0	0	0	0	134	572
7:45 PM	0	0	28	9	17	6	28	0	0	4	0	13	0	0	0	0	105	522
8:00 PM	2	0	62	10	22	17	21	0	0	4	0	20	0	0	0	0	158	520
8:15 PM	1	0	36	8	18	13	19	0	1	7	0	13	0	0	0	0	116	513
8:30 PM	0	0	43	8	23	11	21	0	0	4	0	22	0	0	0	0	132	511
8:45 PM	1	0	43	5	17	8	19	0	0	6	0	23	0	0	0	0	122	528
9:00 PM	0	0	28	4	10	6	20	0	0	4	0	10	0	0	0	0	82	452
9:15 PM	0	0	27	7	20	7	19	0	0	7	0	12	0	0	0	0	99	435
9:30 PM	0	0	33	12	12	1	14	0	0	2	0	4	0	0	0	0	78	381
9:45 PM	0	0	21	2	19	8	15	0	0	3	0	23	0	0	0	0	91	350
Count Total	7	0	682	165	256	191	408	0	1	82	0	246	0	0	0	0	2,038	0
Peak Hour	**2**	**0**	**218**	**68**	**54**	**77**	**125**	**0**	**0**	**25**	**0**	**69**	**0**	**0**	**0**	**0**	**638**	**0**

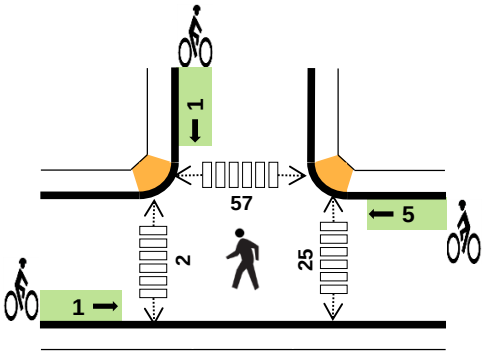
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**2**	**1**	**1**	**0**	***4***	**1**	**0**	**2**	**0**	***3***	**25**	**18**	**0**	**15**	*58*
6:15 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**38**	**22**	**0**	**24**	*84*
6:30 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**13**	**33**	**0**	**17**	*63*
6:45 PM	**0**	**1**	**1**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**53**	**30**	**0**	**34**	***117***
7:00 PM	0	1	1	0	*2*	0	0	0	0	*0*	63	47	0	37	*147*
7:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	30	25	0	27	*82*
7:30 PM	0	2	0	0	*2*	0	0	0	0	*0*	14	25	0	11	*50*
7:45 PM	0	1	1	0	*2*	0	0	0	0	*0*	27	42	0	36	*105*
8:00 PM	0	1	1	0	*2*	0	2	0	0	*2*	33	37	0	23	*93*
8:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	21	24	0	37	*82*
8:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	38	17	0	20	*75*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	24	19	0	19	*62*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	18	7	0	11	*36*
9:15 PM	0	2	0	0	*2*	0	0	0	0	*0*	15	28	0	17	*60*
9:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	7	11	0	6	*24*
9:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	9	11	0	13	*33*
Count Total	2	20	7	0	*29*	1	3	2	0	*6*	428	396	0	347	*1,171*
Peak Hr	**2**	**6**	**3**	**0**	***11***	**1**	**1**	**2**	**0**	***4***	**129**	**103**	**0**	**90**	***322***

CHARLES PARKER PL
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	4.7%	0.89
WB	6.5%	0.75
NB	-	-
SB	0.0%	0.67
TOTAL	5.3%	0.83

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	5	57	0	0	0	25	0	0	0	0	0	0	1	0	0	88	0
9:15 AM	0	4	60	0	0	0	53	0	0	0	0	0	0	2	0	0	119	0
9:30 AM	0	4	53	0	0	0	34	0	0	0	0	0	0	2	0	0	93	0
9:45 AM	0	6	65	0	0	0	55	1	0	0	0	0	0	1	0	2	130	430
Peak Hour	0	19	235	0	0	0	167	1	0	0	0	0	0	6	0	2	430	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	1	0	0	*2*	1	0	0	0	*1*	1	0	9	0	*10*
9:15 AM	2	4	0	0	*6*	0	4	0	1	*5*	8	1	15	0	*24*
9:30 AM	4	4	0	0	*8*	0	0	0	0	*0*	5	1	9	0	*15*
9:45 AM	5	2	0	0	*7*	0	1	0	0	*1*	11	0	24	0	*35*
Peak Hour	12	11	0	0	*23*	1	5	0	1	*7*	25	2	57	0	*84*

Four-Hour Count Summaries

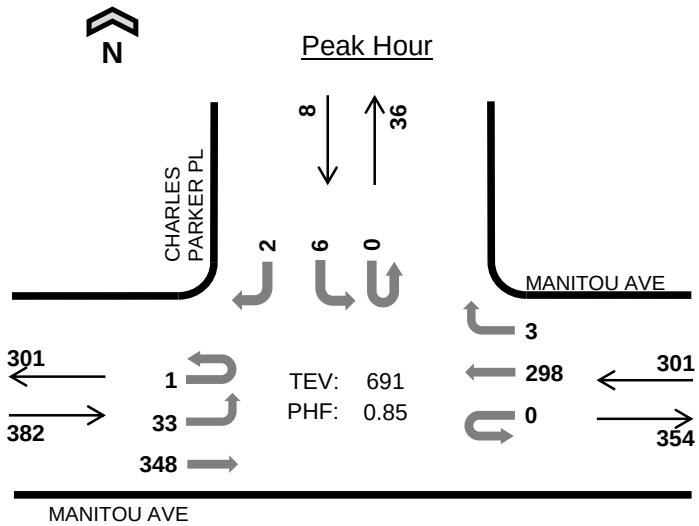
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	25	0	0	0	38	0	0	0	0	0	0	0	0	0	65	0
6:15 AM	0	0	18	0	0	0	23	0	0	0	0	0	0	0	0	0	41	0
6:30 AM	0	1	17	0	0	0	24	0	0	0	0	0	0	0	0	0	42	0
6:45 AM	0	1	22	0	0	0	15	0	0	0	0	0	0	0	0	0	38	186
7:00 AM	0	2	32	0	0	0	29	0	0	0	0	0	0	1	0	1	65	186
7:15 AM	0	2	40	0	0	0	25	0	0	0	0	0	0	0	0	0	67	212
7:30 AM	0	1	41	0	0	0	28	0	0	0	0	0	0	0	0	1	71	241
7:45 AM	0	2	35	0	0	0	20	0	0	0	0	0	0	0	0	1	58	261
8:00 AM	0	2	51	0	0	0	31	1	0	0	0	0	0	0	0	0	85	281
8:15 AM	0	4	61	0	0	0	40	0	0	0	0	0	0	1	0	0	106	320
8:30 AM	0	2	59	0	0	0	35	0	0	0	0	0	0	0	0	0	96	345
8:45 AM	0	4	54	0	1	0	29	0	0	0	0	0	0	0	0	1	89	376
9:00 AM	**0**	**5**	**57**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**88**	379
9:15 AM	**0**	**4**	**60**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**119**	392
9:30 AM	**0**	**4**	**53**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**93**	389
9:45 AM	**0**	**6**	**65**	**0**	**0**	**0**	**55**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**130**	**430**
Count Total	0	42	690	0	1	0	504	2	0	0	0	0	0	8	0	6	1,253	0
Peak Hour	**0**	**19**	**235**	**0**	**0**	**0**	**167**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**430**	**0**

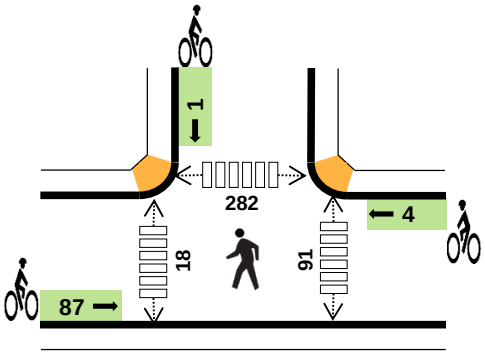
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	0	0	*2*	1	0	0	0	*1*	16	0	4	0	*20*
6:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	3	0	*4*
6:30 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	4	0	*4*
6:45 AM	1	0	0	0	*1*	10	1	0	0	*11*	1	0	3	0	*4*
7:00 AM	2	1	0	1	*4*	0	0	0	0	*0*	1	0	9	0	*10*
7:15 AM	0	2	0	0	*2*	1	0	0	0	*1*	2	0	9	0	*11*
7:30 AM	2	2	0	1	*5*	4	0	0	0	*4*	1	1	4	0	*6*
7:45 AM	2	3	0	0	*5*	4	1	0	1	*6*	2	2	12	0	*16*
8:00 AM	3	3	0	0	*6*	0	0	0	0	*0*	2	0	7	0	*9*
8:15 AM	3	2	0	0	*5*	2	0	0	0	*2*	0	0	8	0	*8*
8:30 AM	3	3	0	0	*6*	0	0	0	0	*0*	3	2	9	0	*14*
8:45 AM	2	2	0	0	*4*	4	0	0	0	*4*	1	1	10	0	*12*
9:00 AM	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**9**	**0**	*10*
9:15 AM	**2**	**4**	**0**	**0**	***6***	**0**	**4**	**0**	**1**	***5***	**8**	**1**	**15**	**0**	*24*
9:30 AM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**9**	**0**	*15*
9:45 AM	**5**	**2**	**0**	**0**	***7***	**0**	**1**	**0**	**0**	***1***	**11**	**0**	**24**	**0**	***35***
Count Total	32	32	0	2	*66*	27	7	0	2	*36*	54	9	139	0	*202*
Peak Hr	**12**	**11**	**0**	**0**	***23***	**1**	**5**	**0**	**1**	***7***	**25**	**2**	**57**	**0**	***84***

CHARLES PARKER PL
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:45 PM to 1:45 PM





	HV %:	PHF
EB	3.4%	0.76
WB	4.3%	0.84
NB	-	-
SB	0.0%	0.50
TOTAL	3.8%	0.85

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:45 PM	**0**	**9**	**63**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**166**	**0**
1:00 PM	**0**	**9**	**86**	**0**	**0**	**0**	**63**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**163**	**0**
1:15 PM	**0**	**6**	**84**	**0**	**0**	**0**	**67**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**159**	**0**
1:30 PM	**1**	**9**	**115**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**203**	**691**
Peak Hour	**1**	**33**	**348**	**0**	**0**	**0**	**298**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**691**	**0**

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	**3**	**3**	**0**	**0**	***6***	**9**	**0**	**0**	**0**	***9***	**23**	**1**	**55**	**0**	***79***
1:00 PM	**4**	**3**	**0**	**0**	***7***	**40**	**4**	**0**	**1**	***45***	**19**	**2**	**55**	**0**	***76***
1:15 PM	**3**	**5**	**0**	**0**	***8***	**27**	**0**	**0**	**0**	***27***	**23**	**5**	**98**	**0**	***126***
1:30 PM	**3**	**2**	**0**	**0**	***5***	**11**	**0**	**0**	**0**	***11***	**26**	**10**	**74**	**0**	***110***
Peak Hour	**13**	**13**	**0**	**0**	***26***	**87**	**4**	**0**	**1**	***92***	**91**	**18**	**282**	**0**	***391***

Four-Hour Count Summaries

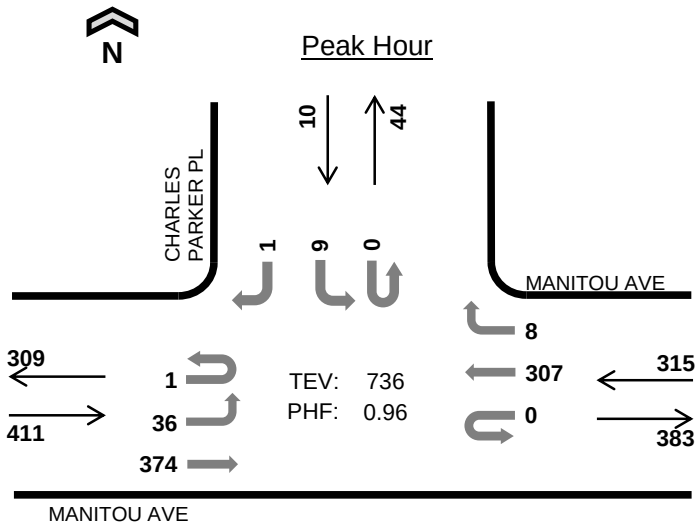
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	7	50	0	0	0	51	0	0	0	0	0	0	3	0	0	111	0
10:15 AM	0	5	45	0	0	0	50	0	0	0	0	0	0	1	0	1	102	0
10:30 AM	0	6	56	0	0	0	62	1	0	0	0	0	0	1	0	1	127	0
10:45 AM	0	6	83	0	0	0	64	2	0	0	0	0	0	3	0	0	158	498
11:00 AM	0	6	55	0	0	0	57	2	0	0	0	0	0	2	0	2	124	511
11:15 AM	0	4	74	0	0	0	50	0	0	0	0	0	0	3	0	0	131	540
11:30 AM	0	2	73	0	0	0	67	0	0	0	0	0	0	1	0	0	143	556
11:45 AM	0	6	60	0	0	0	61	1	0	0	0	0	0	2	0	2	132	530
12:00 PM	1	10	76	0	0	0	71	0	0	0	0	0	0	1	0	0	159	565
12:15 PM	0	9	70	0	0	0	57	2	0	0	0	0	0	1	0	1	140	574
12:30 PM	1	5	96	0	0	0	63	0	0	0	0	0	0	3	0	0	168	599
12:45 PM	**0**	**9**	**63**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**166**	633
1:00 PM	**0**	**9**	**86**	**0**	**0**	**0**	**63**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**163**	637
1:15 PM	**0**	**6**	**84**	**0**	**0**	**0**	**67**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**159**	656
1:30 PM	**1**	**9**	**115**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**203**	**691**
1:45 PM	0	8	81	0	0	0	73	1	0	0	0	0	0	3	0	0	166	691
Count Total	3	107	1,167	0	0	0	1,024	12	0	0	0	0	0	30	0	9	2,352	0
Peak Hour	**1**	**33**	**348**	**0**	**0**	**0**	**298**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**2**	**691**	**0**

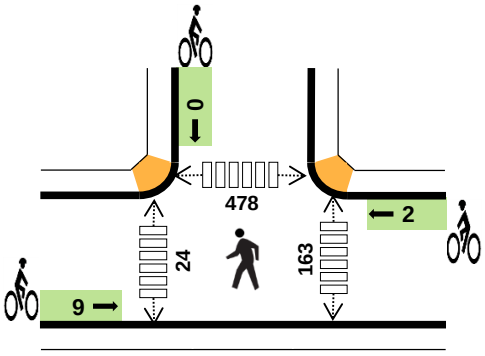
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	1	1	0	0	*2*	2	1	0	0	*3*	5	0	19	0	*24*
10:15 AM	1	2	0	0	*3*	0	0	0	0	*0*	6	4	31	0	*41*
10:30 AM	5	3	0	0	*8*	3	0	0	0	*3*	14	2	50	0	*66*
10:45 AM	1	2	0	0	*3*	1	0	0	0	*1*	16	5	55	0	*76*
11:00 AM	2	2	0	0	*4*	0	0	0	0	*0*	11	1	36	0	*48*
11:15 AM	1	3	0	0	*4*	1	0	0	0	*1*	22	5	67	0	*94*
11:30 AM	2	3	0	0	*5*	1	1	0	0	*2*	21	2	80	0	*103*
11:45 AM	4	1	0	0	*5*	1	1	0	0	*2*	18	7	69	0	*94*
12:00 PM	2	2	0	0	*4*	20	0	0	1	*21*	5	3	78	0	*86*
12:15 PM	3	4	0	0	*7*	10	0	0	0	*10*	3	2	45	0	*50*
12:30 PM	2	2	0	0	*4*	21	1	0	0	*22*	17	1	60	0	*78*
12:45 PM	**3**	**3**	**0**	**0**	***6***	**9**	**0**	**0**	**0**	***9***	**23**	**1**	**55**	**0**	*79*
1:00 PM	**4**	**3**	**0**	**0**	***7***	**40**	**4**	**0**	**1**	***45***	**19**	**2**	**55**	**0**	*76*
1:15 PM	**3**	**5**	**0**	**0**	***8***	**27**	**0**	**0**	**0**	***27***	**23**	**5**	**98**	**0**	*126*
1:30 PM	**3**	**2**	**0**	**0**	***5***	**11**	**0**	**0**	**0**	***11***	**26**	**10**	**74**	**0**	***110***
1:45 PM	4	2	0	0	*6*	7	0	0	0	*7*	21	9	133	0	*163*
Count Total	41	40	0	0	*81*	154	8	0	2	*164*	250	59	1,005	0	*1,314*
Peak Hr	**13**	**13**	**0**	**0**	***26***	**87**	**4**	**0**	**1**	***92***	**91**	**18**	**282**	**0**	***391***

CHARLES PARKER PL
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV %:	PHF
EB	3.2%	0.99
WB	2.2%	0.93
NB	-	-
SB	0.0%	0.50
TOTAL	2.7%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	4	96	0	0	0	79	2	0	0	0	0	0	5	0	0	187	0
2:15 PM	0	13	91	0	0	0	71	2	0	0	0	0	0	0	0	0	177	0
2:30 PM	0	10	93	0	0	0	84	1	0	0	0	0	0	4	0	0	192	0
2:45 PM	0	9	94	0	0	0	73	3	0	0	0	0	0	0	0	1	180	736
Peak Hour	1	36	374	0	0	0	307	8	0	0	0	0	0	9	0	1	736	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	1	1	0	0	*2*	2	0	0	0	*2*	54	14	185	0	*253*
2:15 PM	2	3	0	0	*5*	4	0	0	0	*4*	28	9	117	0	*154*
2:30 PM	6	2	0	0	*8*	2	0	0	0	*2*	36	1	53	0	*90*
2:45 PM	4	1	0	0	*5*	1	2	0	0	*3*	45	0	123	0	*168*
Peak Hour	13	7	0	0	*20*	9	2	0	0	*11*	163	24	478	0	*665*

Four-Hour Count Summaries

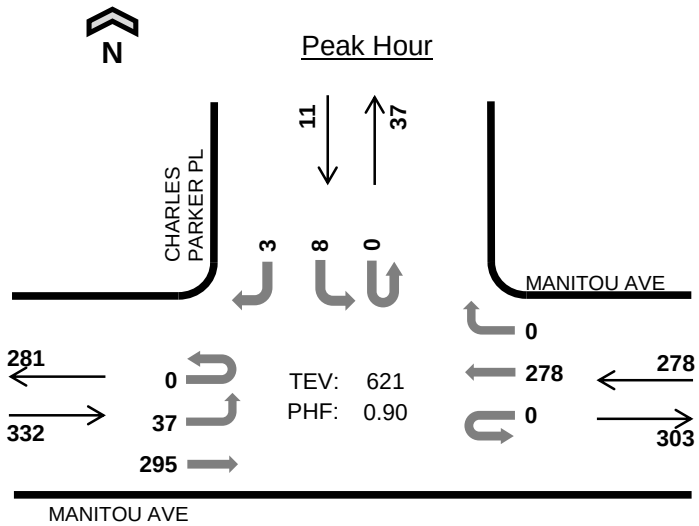
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**1**	**4**	**96**	**0**	**0**	**0**	**79**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**187**	0
2:15 PM	**0**	**13**	**91**	**0**	**0**	**0**	**71**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**	0
2:30 PM	**0**	**10**	**93**	**0**	**0**	**0**	**84**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**192**	0
2:45 PM	**0**	**9**	**94**	**0**	**0**	**0**	**73**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**180**	**736**
3:00 PM	0	8	98	0	0	0	66	4	0	0	0	0	0	2	0	0	178	727
3:15 PM	1	3	79	0	0	0	73	0	0	0	0	0	0	1	0	0	157	707
3:30 PM	0	11	97	0	0	0	57	0	0	0	0	0	0	1	0	0	166	681
3:45 PM	0	4	89	0	1	0	67	0	0	0	0	0	0	3	0	0	164	665
4:00 PM	0	9	90	0	0	0	68	1	0	0	0	0	0	0	0	2	170	657
4:15 PM	0	4	75	0	0	0	64	0	0	0	0	0	0	4	0	0	147	647
4:30 PM	0	11	84	0	0	0	69	4	0	0	0	0	0	0	0	0	168	649
4:45 PM	1	6	94	0	0	0	79	0	0	0	0	0	0	2	0	2	184	669
5:00 PM	1	5	95	0	0	0	73	0	0	0	0	0	0	2	0	2	178	677
5:15 PM	1	10	67	0	0	0	73	1	0	0	0	0	0	3	0	0	155	685
5:30 PM	0	10	74	0	0	0	83	1	0	0	0	0	0	2	0	1	171	688
5:45 PM	0	6	78	0	1	0	64	3	0	0	0	0	0	2	0	1	155	659
Count Total	5	123	1,394	0	2	0	1,143	22	0	0	0	0	0	31	0	9	2,729	0
Peak Hour	**1**	**36**	**374**	**0**	**0**	**0**	**307**	**8**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**736**	**0**

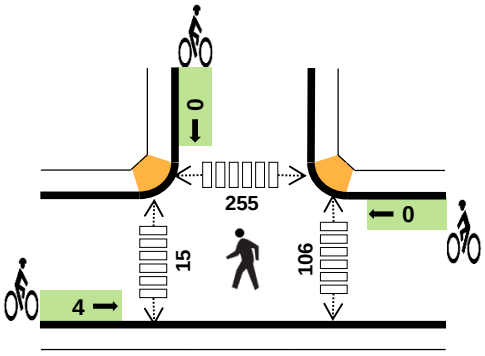
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**1**	**1**	**0**	**0**	***2***	**2**	**0**	**0**	**0**	***2***	**54**	**14**	**185**	**0**	*253*
2:15 PM	**2**	**3**	**0**	**0**	***5***	**4**	**0**	**0**	**0**	***4***	**28**	**9**	**117**	**0**	*154*
2:30 PM	**6**	**2**	**0**	**0**	***8***	**2**	**0**	**0**	**0**	***2***	**36**	**1**	**53**	**0**	*90*
2:45 PM	**4**	**1**	**0**	**0**	***5***	**1**	**2**	**0**	**0**	***3***	**45**	**0**	**123**	**0**	***168***
3:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	30	27	105	0	*162*
3:15 PM	3	3	0	0	*6*	2	0	0	0	*2*	56	4	116	0	*176*
3:30 PM	4	4	0	0	*8*	1	0	0	0	*1*	34	6	80	0	*120*
3:45 PM	2	2	0	0	*4*	4	3	0	0	*7*	23	9	92	0	*124*
4:00 PM	3	1	0	0	*4*	1	2	0	0	*3*	36	0	63	0	*99*
4:15 PM	2	2	0	0	*4*	5	0	0	0	*5*	31	2	51	0	*84*
4:30 PM	3	2	0	0	*5*	1	0	0	0	*1*	40	11	85	0	*136*
4:45 PM	2	1	0	0	*3*	0	2	0	0	*2*	41	5	80	0	*126*
5:00 PM	1	2	0	0	*3*	0	1	0	0	*1*	28	1	61	0	*90*
5:15 PM	3	4	0	0	*7*	0	0	0	0	*0*	36	4	89	0	*129*
5:30 PM	1	3	0	0	*4*	4	0	0	0	*4*	15	1	57	0	*73*
5:45 PM	4	1	0	0	*5*	2	0	0	1	*3*	12	0	66	0	*78*
Count Total	42	33	0	0	*75*	29	10	0	1	*40*	545	94	1,423	0	*2,062*
Peak Hr	**13**	**7**	**0**	**0**	***20***	**9**	**2**	**0**	**0**	***11***	**163**	**24**	**478**	**0**	***665***

CHARLES PARKER PL
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	2.7%	0.88
WB	2.2%	0.88
NB	-	-
SB	9.1%	0.69
TOTAL	2.6%	0.90

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	5	85	0	0	0	79	0	0	0	0	0	0	2	0	1	172	0
6:15 PM	0	9	60	0	0	0	70	0	0	0	0	0	0	3	0	1	143	0
6:30 PM	0	6	73	0	0	0	71	0	0	0	0	0	0	1	0	1	152	0
6:45 PM	0	17	77	0	0	0	58	0	0	0	0	0	0	2	0	0	154	621
Peak Hour	0	37	295	0	0	0	278	0	0	0	0	0	0	8	0	3	621	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	3	1	0	0	*4*	3	0	0	0	*3*	11	5	44	0	*60*
6:15 PM	3	2	0	0	*5*	1	0	0	0	*1*	35	1	64	0	*100*
6:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	37	6	63	0	*106*
6:45 PM	2	1	0	1	*4*	0	0	0	0	*0*	23	3	84	0	*110*
Peak Hour	9	6	0	1	*16*	4	0	0	0	*4*	106	15	255	0	*376*

Four-Hour Count Summaries

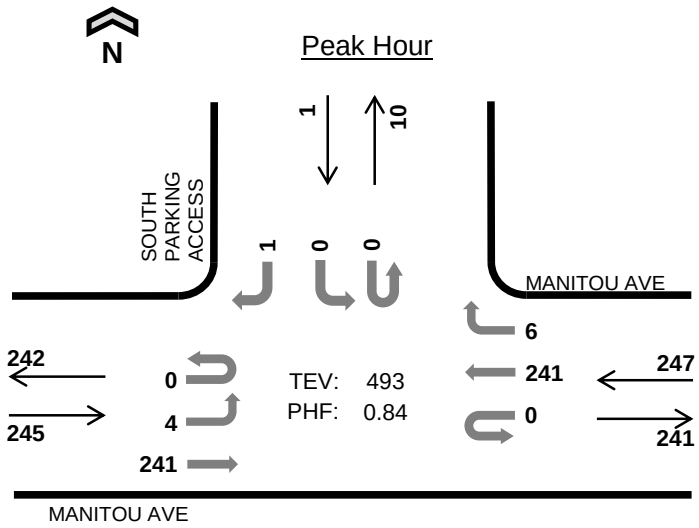
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**5**	**85**	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**172**	0
6:15 PM	**0**	**9**	**60**	**0**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**143**	0
6:30 PM	**0**	**6**	**73**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**152**	0
6:45 PM	**0**	**17**	**77**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**154**	**621**
7:00 PM	0	3	72	0	0	0	70	2	0	0	0	0	0	1	0	1	149	598
7:15 PM	0	5	70	0	0	0	54	0	0	0	0	0	0	1	0	0	130	585
7:30 PM	0	6	75	0	0	0	71	0	0	0	0	0	0	0	0	1	153	586
7:45 PM	0	5	62	0	0	0	60	3	0	0	0	0	0	1	0	0	131	563
8:00 PM	0	6	85	0	0	0	61	0	0	0	0	0	0	5	0	0	157	571
8:15 PM	0	2	83	0	0	0	60	1	0	0	0	0	0	2	0	0	148	589
8:30 PM	0	5	81	0	0	0	53	0	0	0	0	0	0	2	0	5	146	582
8:45 PM	0	3	90	0	0	0	47	1	0	0	0	0	0	1	0	2	144	595
9:00 PM	0	1	54	0	0	0	45	2	0	0	0	0	0	2	0	0	104	542
9:15 PM	0	5	57	0	0	0	47	0	0	0	0	0	0	1	0	1	111	505
9:30 PM	0	1	53	0	0	0	29	0	0	0	0	0	0	2	0	2	87	446
9:45 PM	0	3	66	0	0	0	42	0	0	0	0	0	0	2	0	1	114	416
Count Total	0	82	1,143	0	0	0	917	9	0	0	0	0	0	28	0	16	2,195	0
Peak Hour	**0**	**37**	**295**	**0**	**0**	**0**	**278**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**621**	**0**

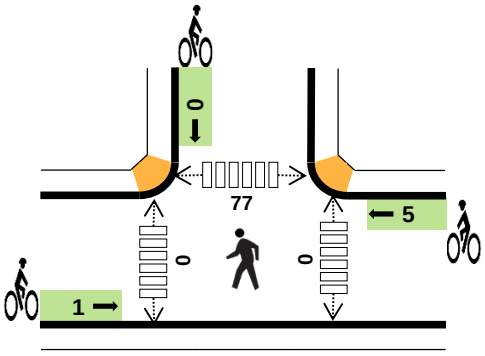
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**3**	**1**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**11**	**5**	**44**	**0**	*60*
6:15 PM	**3**	**2**	**0**	**0**	***5***	**1**	**0**	**0**	**0**	***1***	**35**	**1**	**64**	**0**	*100*
6:30 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**37**	**6**	**63**	**0**	*106*
6:45 PM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**23**	**3**	**84**	**0**	***110***
7:00 PM	1	1	0	0	*2*	2	0	0	0	*2*	30	1	92	0	*123*
7:15 PM	1	2	0	0	*3*	1	0	0	0	*1*	28	9	92	0	*129*
7:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	30	4	58	0	*92*
7:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	33	4	56	0	*93*
8:00 PM	1	1	0	0	*2*	0	0	0	2	*2*	43	6	102	0	*151*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	30	6	98	0	*134*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	9	0	91	0	*100*
8:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	27	6	82	0	*115*
9:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	4	1	54	0	*59*
9:15 PM	1	1	0	0	*2*	1	0	0	0	*1*	5	1	22	0	*28*
9:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	14	5	69	0	*88*
9:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	1	2	49	0	*52*
Count Total	22	19	0	1	*42*	10	0	0	2	*12*	360	60	1,120	0	*1,540*
Peak Hr	**9**	**6**	**0**	**1**	***16***	**4**	**0**	**0**	**0**	***4***	**106**	**15**	**255**	**0**	***376***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	4.5%	0.96
WB	4.5%	0.75
NB	-	-
SB	0.0%	0.25
TOTAL	4.5%	0.84

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	2	56	0	0	0	38	1	0	0	0	0	0	0	0	1	98	0
9:15 AM	0	0	61	0	0	0	65	1	0	0	0	0	0	0	0	0	127	0
9:30 AM	0	1	61	0	0	0	59	1	0	0	0	0	0	0	0	0	122	0
9:45 AM	0	1	63	0	0	0	79	3	0	0	0	0	0	0	0	0	146	493
Peak Hour	0	4	241	0	0	0	241	6	0	0	0	0	0	0	0	1	493	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	2	0	0	*3*	1	0	0	0	*1*	0	0	16	0	*16*
9:15 AM	2	3	0	0	*5*	0	4	0	0	*4*	0	0	20	0	*20*
9:30 AM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	16	0	*16*
9:45 AM	5	1	0	0	*6*	0	1	0	0	*1*	0	0	25	0	*25*
Peak Hour	11	11	0	0	*22*	1	5	0	0	*6*	0	0	77	0	*77*

Four-Hour Count Summaries

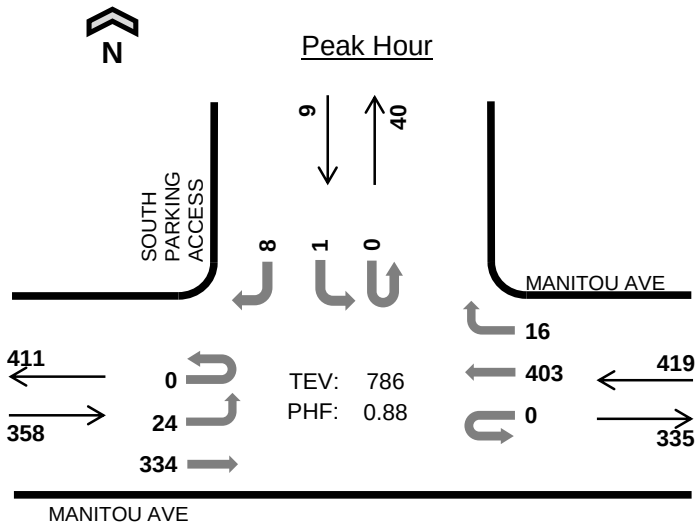
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	25	0	0	0	35	0	0	0	0	0	0	0	0	1	62	0
6:15 AM	0	0	20	0	0	0	26	0	0	0	0	0	0	0	0	0	46	0
6:30 AM	0	0	17	0	0	0	25	0	0	0	0	0	0	0	0	0	42	0
6:45 AM	0	1	22	0	0	0	23	0	0	0	0	0	0	0	0	0	46	196
7:00 AM	0	0	32	0	0	0	38	1	0	0	0	0	0	0	0	0	71	205
7:15 AM	0	0	40	0	0	0	34	0	0	0	0	0	0	0	0	1	75	234
7:30 AM	0	1	43	0	0	0	35	3	0	0	0	0	0	0	0	0	82	274
7:45 AM	0	1	36	0	0	0	24	1	0	0	0	0	0	0	0	0	62	290
8:00 AM	0	1	51	0	0	0	41	1	0	0	0	0	0	0	0	1	95	314
8:15 AM	0	1	62	0	0	0	46	0	0	0	0	0	0	0	0	1	110	349
8:30 AM	0	2	60	0	0	0	46	0	0	0	0	0	0	0	0	0	108	375
8:45 AM	0	0	59	0	0	0	48	0	0	0	0	0	0	0	0	1	108	421
9:00 AM	**0**	**2**	**56**	**0**	**0**	**0**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**98**	424
9:15 AM	**0**	**0**	**61**	**0**	**0**	**0**	**65**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	441
9:30 AM	**0**	**1**	**61**	**0**	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	455
9:45 AM	**0**	**1**	**63**	**0**	**0**	**0**	**79**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**146**	**493**
Count Total	0	12	708	0	0	0	662	12	0	0	0	0	0	0	0	6	1,400	0
Peak Hour	**0**	**4**	**241**	**0**	**0**	**0**	**241**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**493**	**0**

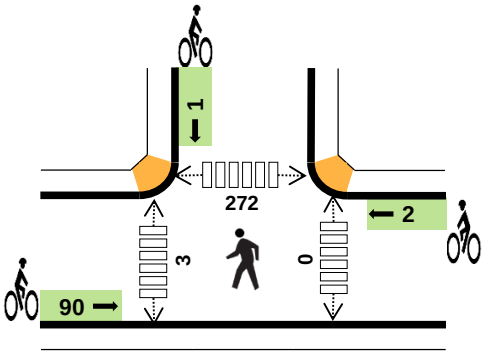
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	2	0	0	*4*	10	1	0	0	*11*	0	0	0	0	*0*
7:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	13	0	*13*
7:15 AM	0	3	0	1	*4*	0	0	0	0	*0*	0	0	9	0	*9*
7:30 AM	1	2	0	0	*3*	4	0	0	0	*4*	0	1	8	0	*9*
7:45 AM	4	3	0	0	*7*	3	1	0	0	*4*	0	2	22	0	*24*
8:00 AM	3	3	0	0	*6*	1	0	0	0	*1*	0	0	5	0	*5*
8:15 AM	3	2	0	0	*5*	3	1	0	0	*4*	0	0	11	0	*11*
8:30 AM	4	2	0	0	*6*	0	0	0	0	*0*	0	1	11	0	*12*
8:45 AM	2	2	0	0	*4*	3	0	0	0	*3*	0	0	14	0	*14*
9:00 AM	**1**	**2**	**0**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**16**	**0**	*16*
9:15 AM	**2**	**3**	**0**	**0**	***5***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**20**	**0**	*20*
9:30 AM	**3**	**5**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**16**	**0**	*16*
9:45 AM	**5**	**1**	**0**	**0**	***6***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**25**	**0**	***25***
Count Total	33	36	0	1	*70*	25	8	0	0	*33*	0	4	170	0	*174*
Peak Hr	**11**	**11**	**0**	**0**	***22***	**1**	**5**	**0**	**0**	***6***	**0**	**0**	**77**	**0**	***77***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:45 PM to 1:45 PM





	HV %:	PHF
EB	3.6%	0.79
WB	3.3%	0.88
NB	-	-
SB	0.0%	0.75
TOTAL	3.4%	0.88

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:45 PM	0	4	72	0	0	0	114	5	0	0	0	0	0	1	0	2	198	0
1:00 PM	0	8	80	0	0	0	88	7	0	0	0	0	0	0	0	2	185	0
1:15 PM	0	0	81	0	0	0	96	1	0	0	0	0	0	0	0	2	180	0
1:30 PM	0	12	101	0	0	0	105	3	0	0	0	0	0	0	0	2	223	786
Peak Hour	0	24	334	0	0	0	403	16	0	0	0	0	0	1	0	8	786	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	2	3	0	0	*5*	11	1	0	0	*12*	0	0	81	0	*81*
1:00 PM	5	4	0	0	*9*	40	1	0	1	*42*	0	0	73	0	*73*
1:15 PM	2	5	0	0	*7*	28	0	0	0	*28*	0	3	59	0	*62*
1:30 PM	4	2	0	0	*6*	11	0	0	0	*11*	0	0	59	0	*59*
Peak Hour	13	14	0	0	*27*	90	2	0	1	*93*	0	3	272	0	*275*

Four-Hour Count Summaries

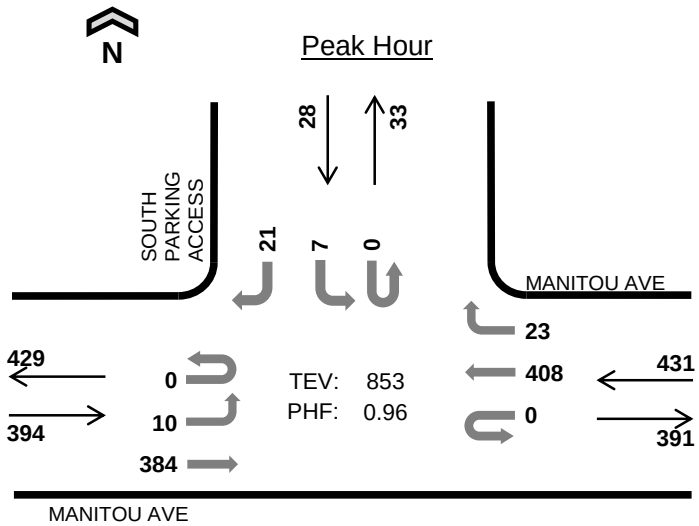
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	54	0	0	0	71	2	0	0	0	0	0	0	0	0	127	0
10:15 AM	0	0	48	0	0	0	67	1	0	0	0	0	0	0	0	0	116	0
10:30 AM	0	3	52	0	0	0	91	2	0	0	0	0	0	0	0	0	148	0
10:45 AM	0	0	80	0	0	0	88	2	0	0	0	0	0	0	0	0	170	561
11:00 AM	0	2	61	0	0	0	89	2	0	0	0	0	0	0	0	0	154	588
11:15 AM	0	0	68	0	0	0	82	3	0	0	0	0	0	0	0	0	153	625
11:30 AM	0	2	78	0	0	0	94	6	0	0	0	0	0	0	0	1	181	658
11:45 AM	0	2	61	0	0	0	91	5	0	0	0	0	0	0	0	1	160	648
12:00 PM	0	7	73	0	0	0	86	10	0	0	0	0	0	0	0	2	178	672
12:15 PM	0	7	66	0	0	0	77	4	0	0	0	0	0	0	0	1	155	674
12:30 PM	0	7	93	0	0	0	98	11	0	0	0	0	0	0	0	5	214	707
12:45 PM	**0**	**4**	**72**	**0**	**0**	**0**	**114**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**198**	745
1:00 PM	**0**	**8**	**80**	**0**	**0**	**0**	**88**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**185**	752
1:15 PM	**0**	**0**	**81**	**0**	**0**	**0**	**96**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**180**	777
1:30 PM	**0**	**12**	**101**	**0**	**0**	**0**	**105**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**223**	**786**
1:45 PM	0	5	80	0	0	0	84	0	0	0	0	0	0	0	0	2	171	759
Count Total	0	59	1,148	0	0	0	1,421	64	0	0	0	0	0	1	0	20	2,713	0
Peak Hour	**0**	**24**	**334**	**0**	**0**	**0**	**403**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**786**	**0**

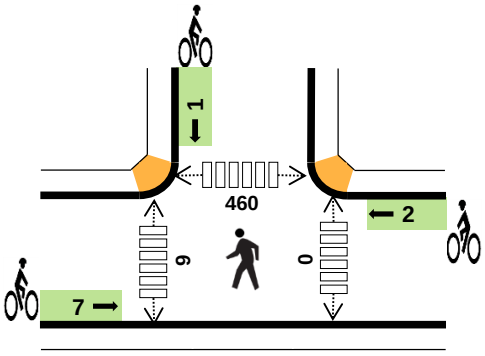
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	0	0	*4*	1	1	0	0	*2*	0	0	28	0	*28*
10:15 AM	1	4	0	0	*5*	0	0	0	0	*0*	0	1	42	0	*43*
10:30 AM	3	3	0	0	*6*	3	0	0	0	*3*	0	2	48	0	*50*
10:45 AM	1	2	0	0	*3*	0	2	0	0	*2*	0	0	46	0	*46*
11:00 AM	3	2	0	0	*5*	0	1	0	1	*2*	0	0	65	0	*65*
11:15 AM	1	2	0	0	*3*	1	0	0	0	*1*	0	0	43	0	*43*
11:30 AM	2	3	0	0	*5*	1	1	0	0	*2*	2	0	57	0	*59*
11:45 AM	2	2	0	0	*4*	1	4	0	0	*5*	0	0	86	0	*86*
12:00 PM	2	1	0	0	*3*	20	0	0	0	*20*	0	3	83	0	*86*
12:15 PM	3	4	0	0	*7*	10	0	0	0	*10*	0	2	96	0	*98*
12:30 PM	2	3	0	0	*5*	19	1	0	0	*20*	0	0	85	0	*85*
12:45 PM	**2**	**3**	**0**	**0**	***5***	**11**	**1**	**0**	**0**	***12***	**0**	**0**	**81**	**0**	*81*
1:00 PM	**5**	**4**	**0**	**0**	***9***	**40**	**1**	**0**	**1**	***42***	**0**	**0**	**73**	**0**	*73*
1:15 PM	**2**	**5**	**0**	**0**	***7***	**28**	**0**	**0**	**0**	***28***	**0**	**3**	**59**	**0**	*62*
1:30 PM	**4**	**2**	**0**	**0**	***6***	**11**	**0**	**0**	**0**	***11***	**0**	**0**	**59**	**0**	***59***
1:45 PM	2	2	0	0	*4*	6	0	0	0	*6*	0	2	120	0	*122*
Count Total	37	44	0	0	*81*	152	12	0	2	*166*	2	13	1,071	0	*1,086*
Peak Hr	**13**	**14**	**0**	**0**	***27***	**90**	**2**	**0**	**1**	***93***	**0**	**3**	**272**	**0**	***275***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV %:	PHF
EB	4.1%	0.97
WB	1.9%	0.93
NB	-	-
SB	0.0%	0.70
TOTAL	2.8%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	92	0	0	0	98	7	0	0	0	0	0	3	0	5	208	0
2:15 PM	0	1	97	0	0	0	101	4	0	0	0	0	0	3	0	7	213	0
2:30 PM	0	3	96	0	0	0	110	6	0	0	0	0	0	1	0	6	222	0
2:45 PM	0	3	99	0	0	0	99	6	0	0	0	0	0	0	0	3	210	853
Peak Hour	0	10	384	0	0	0	408	23	0	0	0	0	0	7	0	21	853	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	4	2	0	0	*6*	2	0	0	0	*2*	0	0	146	0	*146*
2:15 PM	1	3	0	0	*4*	3	0	0	0	*3*	0	0	130	0	*130*
2:30 PM	6	2	0	0	*8*	2	0	0	0	*2*	0	2	85	0	*87*
2:45 PM	5	1	0	0	*6*	0	2	0	1	*3*	0	7	99	0	*106*
Peak Hour	16	8	0	0	*24*	7	2	0	1	*10*	0	9	460	0	*469*

Four-Hour Count Summaries

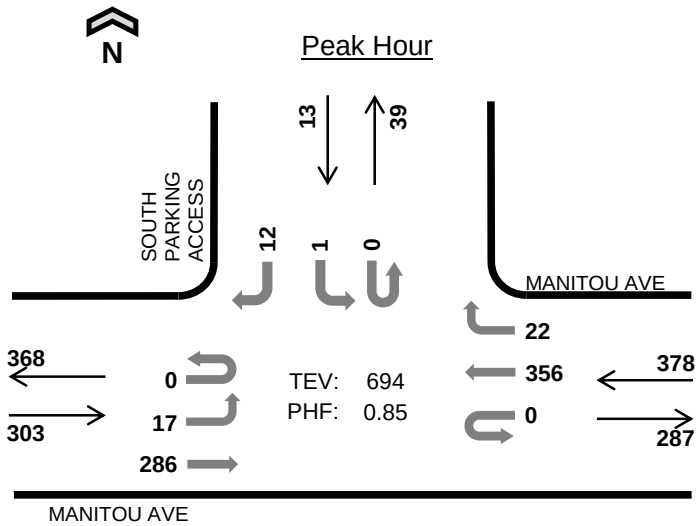
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**3**	**92**	**0**	**0**	**0**	**98**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**208**	0
2:15 PM	**0**	**1**	**97**	**0**	**0**	**0**	**101**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**7**	**213**	0
2:30 PM	**0**	**3**	**96**	**0**	**0**	**0**	**110**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**222**	0
2:45 PM	**0**	**3**	**99**	**0**	**0**	**0**	**99**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**210**	**853**
3:00 PM	0	5	95	0	0	0	84	6	0	0	0	0	0	0	0	10	200	845
3:15 PM	0	2	89	0	0	0	90	4	0	0	0	0	0	0	0	4	189	821
3:30 PM	0	0	96	0	0	0	84	5	0	0	0	0	0	1	0	4	190	789
3:45 PM	0	2	83	0	0	0	90	1	0	0	0	0	0	2	0	2	180	759
4:00 PM	0	5	91	0	0	0	95	5	0	0	0	0	0	0	0	0	196	755
4:15 PM	0	1	84	0	0	0	90	3	0	0	0	0	0	0	0	5	183	749
4:30 PM	0	1	85	0	0	0	97	1	0	0	0	0	0	0	0	3	187	746
4:45 PM	0	1	95	0	0	0	90	2	0	0	0	0	0	0	0	6	194	760
5:00 PM	0	4	90	0	0	0	102	8	0	0	0	0	0	0	0	6	210	774
5:15 PM	0	9	75	0	0	0	100	7	0	0	0	0	0	1	0	2	194	785
5:30 PM	0	3	70	0	0	0	116	2	0	0	0	0	0	1	0	3	195	793
5:45 PM	0	2	80	0	0	0	90	6	0	0	0	0	0	0	0	1	179	778
Count Total	0	45	1,417	0	0	0	1,536	73	0	0	0	0	0	12	0	67	3,150	0
Peak Hour	**0**	**10**	**384**	**0**	**0**	**0**	**408**	**23**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**21**	**853**	**0**

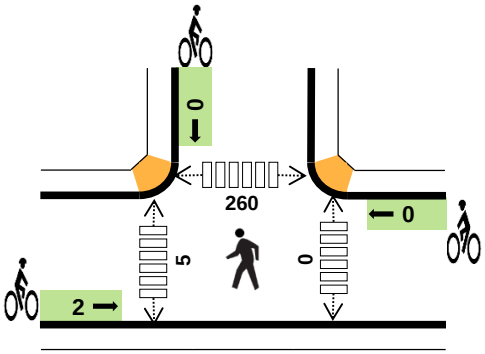
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**4**	**2**	**0**	**0**	***6***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**146**	**0**	*146*
2:15 PM	**1**	**3**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**130**	**0**	*130*
2:30 PM	**6**	**2**	**0**	**0**	***8***	**2**	**0**	**0**	**0**	***2***	**0**	**2**	**85**	**0**	*87*
2:45 PM	**5**	**1**	**0**	**0**	***6***	**0**	**2**	**0**	**1**	***3***	**0**	**7**	**99**	**0**	***106***
3:00 PM	1	3	0	0	*4*	1	0	0	0	*1*	0	2	116	0	*118*
3:15 PM	2	3	0	0	*5*	2	0	0	0	*2*	1	0	104	0	*105*
3:30 PM	5	5	0	0	*10*	1	0	0	0	*1*	0	1	98	0	*99*
3:45 PM	2	3	0	0	*5*	4	3	0	0	*7*	0	0	97	0	*97*
4:00 PM	3	1	0	0	*4*	1	2	0	0	*3*	0	8	109	0	*117*
4:15 PM	2	3	0	0	*5*	5	2	0	0	*7*	2	3	55	0	*60*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	1	0	87	0	*88*
4:45 PM	2	2	0	0	*4*	0	1	0	2	*3*	0	4	76	0	*80*
5:00 PM	1	2	0	0	*3*	0	0	0	0	*0*	5	3	96	0	*104*
5:15 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	3	82	0	*85*
5:30 PM	1	3	0	0	*4*	3	2	0	0	*5*	0	5	62	0	*67*
5:45 PM	4	1	0	0	*5*	2	0	0	0	*2*	2	3	63	0	*68*
Count Total	44	40	0	0	*84*	26	12	0	3	*41*	11	41	1,505	0	*1,557*
Peak Hr	**16**	**8**	**0**	**0**	***24***	**7**	**2**	**0**	**1**	***10***	**0**	**9**	**460**	**0**	***469***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	3.0%	0.88
WB	1.9%	0.83
NB	-	-
SB	0.0%	0.54
TOTAL	2.3%	0.85

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	2	84	0	0	0	111	3	0	0	0	0	0	1	0	3	204	0
6:15 PM	0	7	59	0	0	0	85	7	0	0	0	0	0	0	0	2	160	0
6:30 PM	0	3	70	0	0	0	90	4	0	0	0	0	0	0	0	1	168	0
6:45 PM	0	5	73	0	0	0	70	8	0	0	0	0	0	0	0	6	162	694
Peak Hour	0	17	286	0	0	0	356	22	0	0	0	0	0	1	0	12	694	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	3	1	0	0	*4*	2	0	0	0	*2*	0	0	55	0	*55*
6:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	1	56	0	*57*
6:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	62	0	*62*
6:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	4	87	0	*91*
Peak Hour	9	7	0	0	*16*	2	0	0	0	*2*	0	5	260	0	*265*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**2**	**84**	**0**	**0**	**0**	**111**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**204**	0
6:15 PM	**0**	**7**	**59**	**0**	**0**	**0**	**85**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**160**	0
6:30 PM	**0**	**3**	**70**	**0**	**0**	**0**	**90**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**168**	0
6:45 PM	**0**	**5**	**73**	**0**	**0**	**0**	**70**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**162**	**694**
7:00 PM	0	6	68	0	0	0	83	4	0	0	0	0	0	0	0	6	167	657
7:15 PM	0	4	71	0	0	0	73	10	0	0	0	0	0	1	0	6	165	662
7:30 PM	0	4	66	0	0	0	82	6	0	0	0	0	0	0	0	6	164	658
7:45 PM	0	0	67	0	0	0	82	2	0	0	0	0	0	0	0	2	153	649
8:00 PM	0	4	89	0	0	0	65	6	0	0	0	0	0	3	0	4	171	653
8:15 PM	0	3	87	0	0	0	80	4	0	0	0	0	0	4	0	7	185	673
8:30 PM	0	7	80	0	0	0	54	6	0	0	0	0	0	4	0	11	162	671
8:45 PM	0	1	91	0	0	0	63	1	0	0	0	0	0	1	0	6	163	681
9:00 PM	0	1	58	0	0	0	54	0	0	0	0	0	0	1	0	8	122	632
9:15 PM	0	1	66	0	0	0	58	0	0	0	0	0	0	1	0	3	129	576
9:30 PM	0	0	60	0	0	0	37	2	0	0	0	0	0	2	0	2	103	517
9:45 PM	0	0	70	0	0	0	38	2	0	0	0	0	0	0	0	8	118	472
Count Total	0	48	1,159	0	0	0	1,125	65	0	0	0	0	0	18	0	81	2,496	0
Peak Hour	**0**	**17**	**286**	**0**	**0**	**0**	**356**	**22**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**694**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

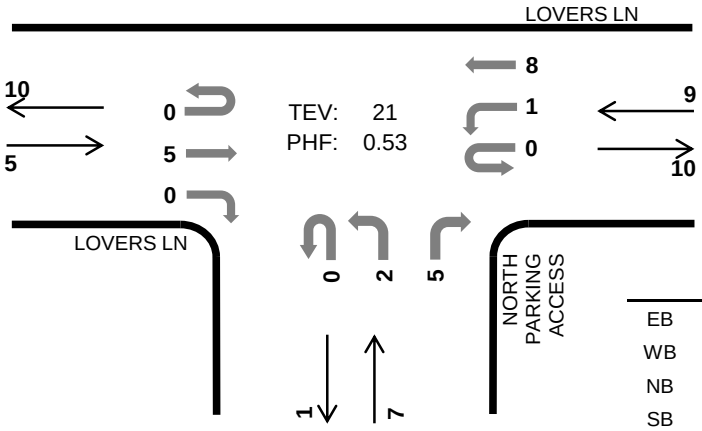
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**3**	**1**	**0**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**55**	**0**	*55*
6:15 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**56**	**0**	*57*
6:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**62**	**0**	*62*
6:45 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**87**	**0**	***91***
7:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	1	80	0	*81*
7:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	9	76	0	*85*
7:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	58	0	*58*
7:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	45	0	*45*
8:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	2	79	0	*81*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	2	81	0	*83*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	1	129	0	*130*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	73	0	*73*
9:00 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	9	61	0	*70*
9:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	2	26	0	*28*
9:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	2	27	0	*29*
9:45 PM	1	1	0	0	*2*	2	0	0	0	*2*	2	4	39	0	*45*
Count Total	22	19	0	0	*41*	5	0	0	0	*5*	2	37	1,034	0	*1,073*
Peak Hr	**9**	**7**	**0**	**0**	***16***	**2**	**0**	**0**	**0**	***2***	**0**	**5**	**260**	**0**	***265***

NORTH PARKING ACCESS
LOVERS LN

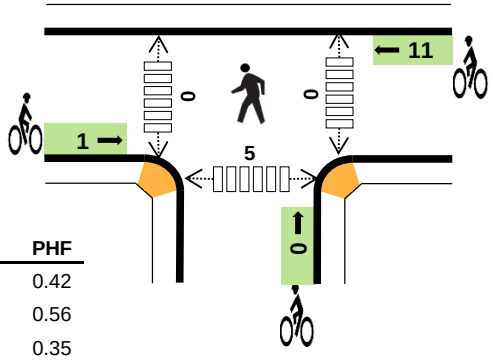
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	0.0%	0.42
WB	0.0%	0.56
NB	0.0%	0.35
SB	-	-
TOTAL	0.0%	0.53



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	0	1	0	0	1	2	0	0	1	0	1	0	0	0	0	6	0
9:45 AM	0	0	1	0	0	0	4	0	0	1	0	4	0	0	0	0	10	21
Peak Hour	0	0	5	0	0	1	8	0	0	2	0	5	0	0	0	0	21	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	1	*1*
9:15 AM	0	0	0	0	*0*	0	4	0	0	*4*	0	0	0	1	*1*
9:30 AM	0	0	0	0	*0*	0	3	0	0	*3*	0	0	0	3	*3*
9:45 AM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	0	*0*
Peak Hour	0	0	0	0	*0*	1	11	0	0	*12*	0	0	0	5	*5*

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	5
7:45 AM	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6	10
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	3	12
8:15 AM	0	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	7	18
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	18
8:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	16
9:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	17
9:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
9:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	15
9:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**10**	**21**
Count Total	0	0	20	0	0	3	12	0	0	5	0	11	0	0	0	0	51	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**21**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

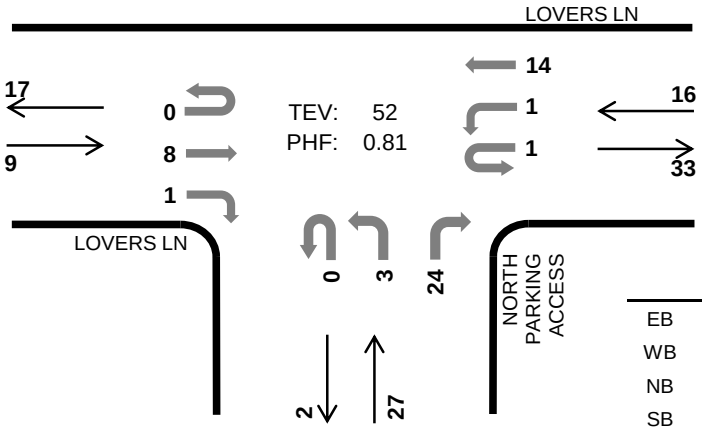
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	1	*1*
6:30 AM	0	0	0	0	*0*	0	3	0	0	*3*	0	0	0	2	*2*
6:45 AM	0	0	1	0	*1*	0	5	0	0	*5*	0	0	0	0	*0*
7:00 AM	0	0	1	0	*1*	0	0	2	0	*2*	0	0	0	1	*1*
7:15 AM	0	1	0	0	*1*	0	2	0	0	*2*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	2	0	0	*2*	0	1	0	2	*3*
7:45 AM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	0	*0*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
8:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	3	*3*
8:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
8:45 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	1	*1*
9:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
9:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**0**	**1**	*1*
9:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**3**	*3*
9:45 AM	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***
Count Total	0	1	2	0	*3*	3	26	2	0	*31*	0	1	0	19	*20*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**1**	**11**	**0**	**0**	***12***	**0**	**0**	**0**	**5**	***5***

NORTH PARKING ACCESS
LOVERS LN

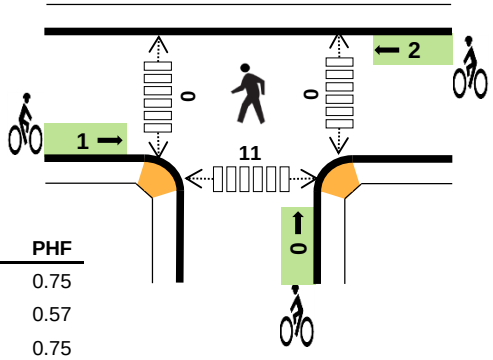
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM



	HV %:	PHF
EB	0.0%	0.75
WB	0.0%	0.57
NB	0.0%	0.75
SB	-	-
TOTAL	0.0%	0.81



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	1	0	0	0	1	0	0	0	0	4	0	0	0	0	6	0
1:15 PM	0	0	2	1	1	0	3	0	0	1	0	6	0	0	0	0	14	0
1:30 PM	0	0	2	0	0	1	6	0	0	2	0	5	0	0	0	0	16	0
1:45 PM	0	0	3	0	0	0	4	0	0	0	0	9	0	0	0	0	16	52
Peak Hour	0	0	8	1	1	1	14	0	0	3	0	24	0	0	0	0	52	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	4	*4*
1:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
1:45 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	6	*6*
Peak Hour	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	11	*11*

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
10:15 AM	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	6	0
10:30 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	0
10:45 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	18
11:00 AM	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	0	6	21
11:15 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	10	25
11:30 AM	0	0	5	1	1	3	1	0	0	1	0	2	0	0	0	0	14	36
11:45 AM	0	0	2	0	0	0	5	0	0	0	0	2	0	0	0	0	9	39
12:00 PM	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	6	39
12:15 PM	0	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	7	36
12:30 PM	1	0	2	0	0	0	2	0	0	0	0	3	0	0	0	0	8	30
12:45 PM	0	0	5	1	0	0	3	0	0	2	0	0	0	0	0	0	11	32
1:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**6**	32
1:15 PM	**0**	**0**	**2**	**1**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**14**	39
1:30 PM	**0**	**0**	**2**	**0**	**0**	**1**	**6**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**16**	47
1:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**16**	**52**
Count Total	1	0	33	3	2	6	55	0	0	6	0	35	0	0	0	0	141	0
Peak Hour	**0**	**0**	**8**	**1**	**1**	**1**	**14**	**0**	**0**	**3**	**0**	**24**	**0**	**0**	**0**	**0**	**52**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

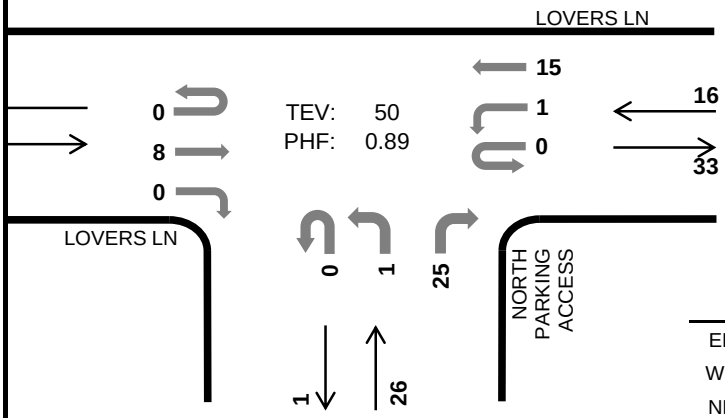
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	0	*0*	1	1	0	0	*2*	0	2	0	2	*4*
10:15 AM	0	0	0	0	*0*	0	4	0	0	*4*	0	1	0	2	*3*
10:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	1	*1*
11:00 AM	0	0	0	0	*0*	4	1	1	0	*6*	2	0	0	3	*5*
11:15 AM	1	0	0	0	*1*	2	0	0	0	*2*	0	0	0	5	*5*
11:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
11:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
12:00 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	2	*2*
12:15 PM	0	0	0	0	*0*	0	1	1	0	*2*	0	1	0	4	*5*
12:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	2	*3*
12:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	10	*10*
1:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**4**	*4*
1:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
1:45 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**6**	***6***
Count Total	1	0	0	0	*1*	8	11	3	0	*22*	2	5	0	45	*52*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**11**	***11***

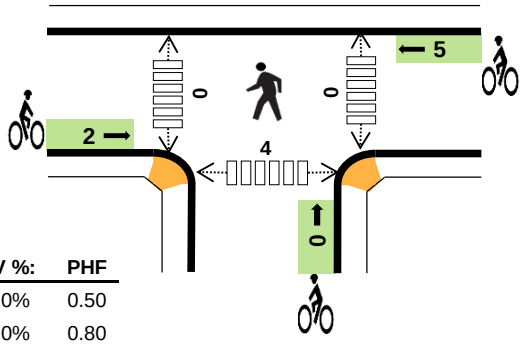
NORTH PARKING ACCESS
LOVERS LN

N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	0.0%	0.50
WB	0.0%	0.80
NB	0.0%	0.72
SB	-	-
TOTAL	0.0%	0.89

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM	0	0	4	0	0	0	4	0	0	1	0	5	0	0	0	0	14	0
4:30 PM	0	0	0	0	0	1	4	0	0	0	0	8	0	0	0	0	13	0
4:45 PM	0	0	4	0	0	0	3	0	0	0	0	3	0	0	0	0	10	0
5:00 PM	0	0	0	0	0	0	4	0	0	0	0	9	0	0	0	0	13	50
Peak Hour	0	0	8	0	0	1	15	0	0	1	0	25	0	0	0	0	50	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	4	*4*
4:45 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	0	*0*
5:00 PM	0	0	0	0	*0*	1	3	0	0	*4*	0	0	0	0	*0*
Peak Hour	0	0	0	0	*0*	2	5	0	0	*7*	0	0	0	4	*4*

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	5	0
2:15 PM	0	0	1	0	0	2	4	0	0	0	0	8	0	0	0	0	15	0
2:30 PM	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	5	0
2:45 PM	0	0	3	0	0	0	7	0	0	0	0	2	0	0	0	0	12	37
3:00 PM	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	10	42
3:15 PM	0	0	0	0	0	0	5	0	0	1	0	6	0	0	0	0	12	39
3:30 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	38
3:45 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3	29
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	4	0	0	0	0	10	29
4:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**14**	31
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**13**	40
4:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	47
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**13**	**50**
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0	6	42
5:30 PM	0	0	1	1	0	0	1	0	0	1	0	2	0	0	0	0	6	35
5:45 PM	0	0	0	1	0	0	3	0	0	0	0	5	0	0	0	0	9	34
Count Total	0	0	26	3	0	5	42	0	0	4	0	67	0	0	0	0	147	0
Peak Hour	**0**	**0**	**8**	**0**	**0**	**1**	**15**	**0**	**0**	**1**	**0**	**25**	**0**	**0**	**0**	**0**	**50**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

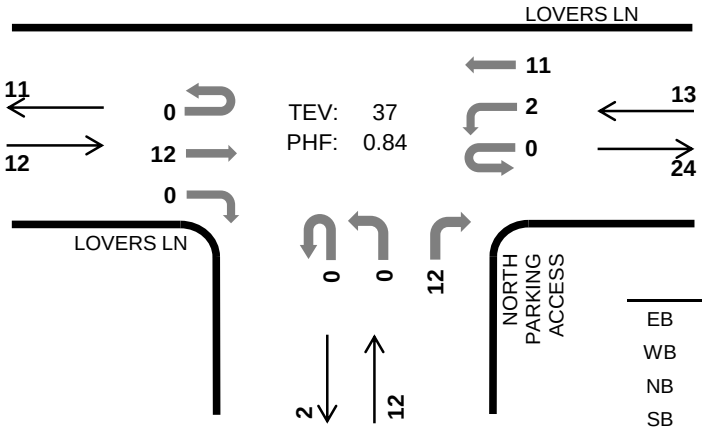
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	0	*0*
2:15 PM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	2	*2*
2:30 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	5	*5*
2:45 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	0	*0*
3:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	3	*3*
3:15 PM	0	1	0	0	*1*	0	1	0	0	*1*	0	0	0	6	*6*
3:30 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	2	*2*
3:45 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	0	0	9	*9*
4:00 PM	1	1	0	0	*2*	0	2	4	0	*6*	0	0	0	1	*1*
4:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**4**	*4*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
5:30 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	2	0	0	*2*
5:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	3	*3*
Count Total	1	2	0	0	*3*	7	19	4	0	*30*	0	2	0	37	*39*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**2**	**5**	**0**	**0**	***7***	**0**	**0**	**0**	**4**	***4***

NORTH PARKING ACCESS
LOVERS LN

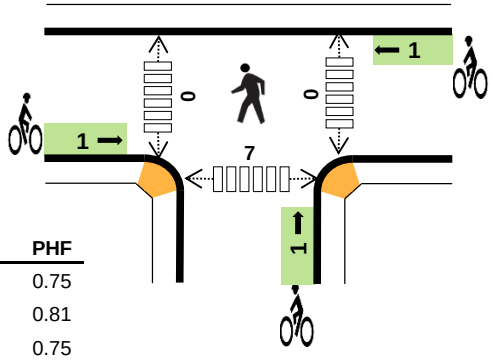
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	0.0%	0.75
WB	7.7%	0.81
NB	0.0%	0.75
SB	-	-
TOTAL	2.7%	0.84



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	0	4	0	0	0	4	0	0	0	0	3	0	0	0	0	11	0
6:15 PM	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	0	9	0
6:30 PM	0	0	2	0	0	1	3	0	0	0	0	2	0	0	0	0	8	0
6:45 PM	0	0	3	0	0	1	1	0	0	0	0	4	0	0	0	0	9	37
Peak Hour	0	0	12	0	0	2	11	0	0	0	0	12	0	0	0	0	37	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	1	*1*
6:30 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	1	*1*
6:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	5	*5*
Peak Hour	0	1	0	0	*1*	1	1	1	0	*3*	0	0	0	7	*7*

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**11**	0
6:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**9**	0
6:30 PM	**0**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	0
6:45 PM	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**9**	**37**
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	5	31
7:15 PM	0	0	1	1	0	0	2	0	0	0	0	2	0	0	0	0	6	28
7:30 PM	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	0	8	28
7:45 PM	0	0	3	0	0	1	1	0	0	0	0	1	0	0	0	0	6	25
8:00 PM	0	0	0	0	0	0	2	0	0	1	0	6	0	0	0	0	9	29
8:15 PM	0	0	4	0	0	0	4	0	0	1	0	4	0	0	0	0	13	36
8:30 PM	0	0	0	0	0	0	2	0	0	1	0	2	0	0	0	0	5	33
8:45 PM	0	0	1	0	0	0	0	0	0	3	0	3	0	0	0	0	7	34
9:00 PM	0	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	7	32
9:15 PM	0	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	6	25
9:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	21
9:45 PM	0	0	0	0	0	0	1	0	0	2	0	2	0	0	0	0	5	19
Count Total	0	0	24	2	0	3	31	0	0	9	0	46	0	0	0	0	115	0
Peak Hour	**0**	**0**	**12**	**0**	**0**	**2**	**11**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**37**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

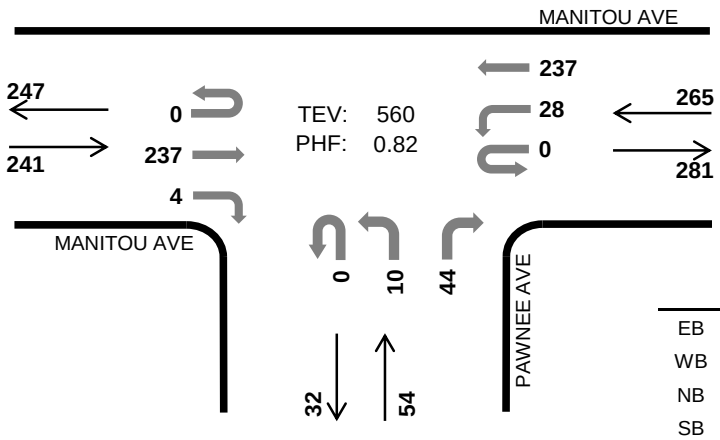
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
6:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
6:30 PM	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
6:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***
7:00 PM	0	0	0	0	*0*	2	0	0	0	*2*	1	0	0	1	*2*
7:15 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	4	*4*
7:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 PM	0	0	0	0	*0*	0	3	0	0	*3*	0	0	0	5	*5*
8:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	1	*2*
8:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	3	*4*
8:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	4	*4*
9:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	0	1	0	0	*1*	4	5	1	0	*10*	1	3	0	25	*29*
Peak Hr	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**7**	***7***

PAWNEE AVE
MANITOU AVE

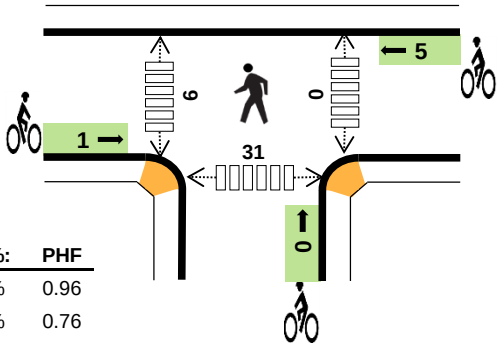
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	4.6%	0.96
WB	4.5%	0.76
NB	5.6%	0.68
SB	-	-
TOTAL	4.6%	0.82



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	56	0	0	6	38	0	0	1	0	9	0	0	0	0	110	0
9:15 AM	0	0	61	0	0	2	65	0	0	1	0	7	0	0	0	0	136	0
9:30 AM	0	0	59	2	0	10	57	0	0	3	0	13	0	0	0	0	144	0
9:45 AM	0	0	61	2	0	10	77	0	0	5	0	15	0	0	0	0	170	560
Peak Hour	0	0	237	4	0	28	237	0	0	10	0	44	0	0	0	0	560	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	2	0	0	*3*	1	0	0	0	*1*	0	1	0	7	*8*
9:15 AM	2	3	0	0	*5*	0	4	0	0	*4*	0	3	0	1	*4*
9:30 AM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
9:45 AM	5	2	3	0	*10*	0	1	0	0	*1*	0	2	0	22	*24*
Peak Hour	11	12	3	0	*26*	1	5	0	0	*6*	0	6	0	31	*37*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	25	0	0	1	35	0	0	0	0	5	0	0	0	0	66	0
6:15 AM	0	0	20	0	0	2	26	0	0	0	0	3	0	0	0	0	51	0
6:30 AM	0	0	17	0	0	4	23	0	0	2	0	11	0	0	0	0	57	0
6:45 AM	0	0	22	0	0	3	23	0	0	0	0	7	0	0	0	0	55	229
7:00 AM	0	0	30	2	0	5	38	0	0	1	0	9	0	0	0	0	85	248
7:15 AM	0	0	39	1	0	8	33	0	0	1	0	21	0	0	0	0	103	300
7:30 AM	0	0	41	2	1	4	34	0	0	4	0	18	0	0	0	0	104	347
7:45 AM	0	0	35	1	0	10	24	0	0	1	0	10	0	0	0	0	81	373
8:00 AM	1	0	48	2	0	7	38	0	0	3	0	13	0	0	0	0	112	400
8:15 AM	0	0	62	0	0	5	46	0	0	0	0	12	0	0	0	0	125	422
8:30 AM	0	0	59	1	0	0	44	0	0	2	0	15	0	0	0	0	121	439
8:45 AM	0	0	58	1	0	5	45	0	0	3	0	12	0	0	0	0	124	482
9:00 AM	**0**	**0**	**56**	**0**	**0**	**6**	**38**	**0**	**0**	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**110**	480
9:15 AM	**0**	**0**	**61**	**0**	**0**	**2**	**65**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**136**	491
9:30 AM	**0**	**0**	**59**	**2**	**0**	**10**	**57**	**0**	**0**	**3**	**0**	**13**	**0**	**0**	**0**	**0**	**144**	514
9:45 AM	**0**	**0**	**61**	**2**	**0**	**10**	**77**	**0**	**0**	**5**	**0**	**15**	**0**	**0**	**0**	**0**	**170**	**560**
Count Total	1	0	693	14	1	82	646	0	0	27	0	180	0	0	0	0	1,644	0
Peak Hour	**0**	**0**	**237**	**4**	**0**	**28**	**237**	**0**	**0**	**10**	**0**	**44**	**0**	**0**	**0**	**0**	**560**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

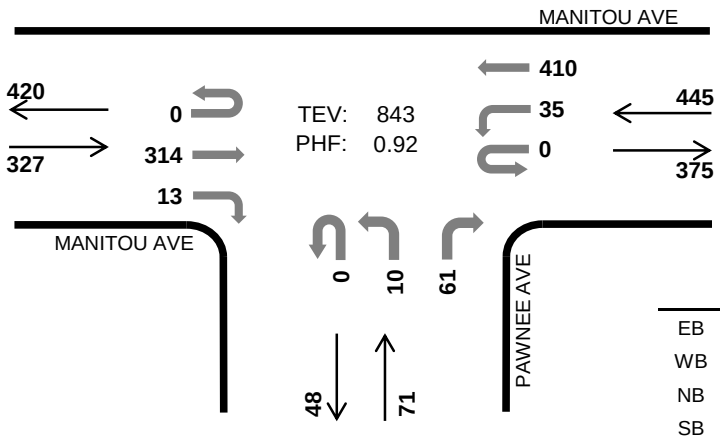
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	1	1	1	0	*3*	0	0	1	0	*1*	0	0	0	2	*2*
6:45 AM	1	2	0	0	*3*	10	1	0	0	*11*	0	1	0	4	*5*
7:00 AM	1	2	1	0	*4*	0	0	0	0	*0*	0	2	0	4	*6*
7:15 AM	0	3	0	0	*3*	0	0	1	0	*1*	0	2	0	3	*5*
7:30 AM	1	2	0	0	*3*	4	0	0	0	*4*	0	1	0	0	*1*
7:45 AM	4	3	0	0	*7*	3	1	0	0	*4*	0	3	0	3	*6*
8:00 AM	3	3	0	0	*6*	1	0	0	0	*1*	0	1	0	2	*3*
8:15 AM	3	2	0	0	*5*	3	1	1	0	*5*	0	0	0	5	*5*
8:30 AM	4	2	0	0	*6*	0	0	1	0	*1*	0	3	0	0	*3*
8:45 AM	2	2	0	0	*4*	3	0	0	0	*3*	0	2	0	2	*4*
9:00 AM	**1**	**2**	**0**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**7**	*8*
9:15 AM	**2**	**3**	**0**	**0**	***5***	**0**	**4**	**0**	**0**	***4***	**0**	**3**	**0**	**1**	*4*
9:30 AM	**3**	**5**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
9:45 AM	**5**	**2**	**3**	**0**	***10***	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**0**	**22**	***24***
Count Total	32	36	5	0	*73*	25	8	4	0	*37*	0	21	0	57	*78*
Peak Hr	**11**	**12**	**3**	**0**	***26***	**1**	**5**	**0**	**0**	***6***	**0**	**6**	**0**	**31**	***37***

PAWNEE AVE
MANITOU AVE

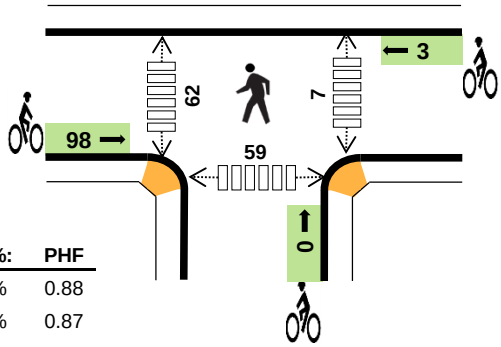
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:30 PM to 1:30 PM



	HV %:	PHF
EB	3.4%	0.88
WB	3.1%	0.87
NB	1.4%	0.77
SB	-	-
TOTAL	3.1%	0.92



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM	0	0	86	7	0	8	104	0	0	5	0	18	0	0	0	0	228	0
12:45 PM	0	0	70	3	0	9	119	0	0	0	0	10	0	0	0	0	211	0
1:00 PM	0	0	78	2	0	9	91	0	0	4	0	15	0	0	0	0	199	0
1:15 PM	0	0	80	1	0	9	96	0	0	1	0	18	0	0	0	0	205	843
Peak Hour	0	0	314	13	0	35	410	0	0	10	0	61	0	0	0	0	843	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:30 PM	2	2	1	0	*5*	19	1	0	0	*20*	2	7	0	13	*22*
12:45 PM	2	3	0	0	*5*	11	1	0	0	*12*	0	33	0	18	*51*
1:00 PM	5	4	0	0	*9*	40	1	0	0	*41*	5	8	0	12	*25*
1:15 PM	2	5	0	0	*7*	28	0	0	0	*28*	0	14	0	16	*30*
Peak Hour	11	14	1	0	*26*	98	3	0	0	*101*	7	62	0	59	*128*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	53	1	0	14	71	0	0	2	0	13	0	0	0	0	154	0
10:15 AM	0	0	48	0	0	3	64	0	0	4	0	10	0	0	0	0	129	0
10:30 AM	0	0	49	3	0	6	92	0	0	1	0	9	0	0	0	0	160	0
10:45 AM	0	0	76	4	0	7	87	0	0	3	0	13	0	0	0	0	190	633
11:00 AM	0	0	60	1	0	10	89	0	0	2	0	17	0	0	0	0	179	658
11:15 AM	0	0	64	4	0	7	83	0	0	2	0	11	0	0	0	0	171	700
11:30 AM	0	0	74	4	0	10	95	0	0	5	0	12	0	0	0	0	200	740
11:45 AM	0	0	61	0	1	4	97	0	0	0	0	13	0	0	0	0	176	726
12:00 PM	0	0	71	2	0	9	95	0	0	1	0	22	0	0	0	0	200	747
12:15 PM	0	0	64	2	0	9	79	0	0	2	0	17	0	0	0	0	173	749
12:30 PM	**0**	**0**	**86**	**7**	**0**	**8**	**104**	**0**	**0**	**5**	**0**	**18**	**0**	**0**	**0**	**0**	**228**	777
12:45 PM	**0**	**0**	**70**	**3**	**0**	**9**	**119**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**211**	812
1:00 PM	**0**	**0**	**78**	**2**	**0**	**9**	**91**	**0**	**0**	**4**	**0**	**15**	**0**	**0**	**0**	**0**	**199**	811
1:15 PM	**0**	**0**	**80**	**1**	**0**	**9**	**96**	**0**	**0**	**1**	**0**	**18**	**0**	**0**	**0**	**0**	**205**	**843**
1:30 PM	0	0	100	1	0	9	106	0	0	2	0	8	0	0	0	0	226	841
1:45 PM	0	0	75	5	0	7	84	0	0	0	0	8	0	0	0	0	179	809
Count Total	0	0	1,109	40	1	130	1,452	0	0	34	0	214	0	0	0	0	2,980	0
Peak Hour	**0**	**0**	**314**	**13**	**0**	**35**	**410**	**0**	**0**	**10**	**0**	**61**	**0**	**0**	**0**	**0**	**843**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

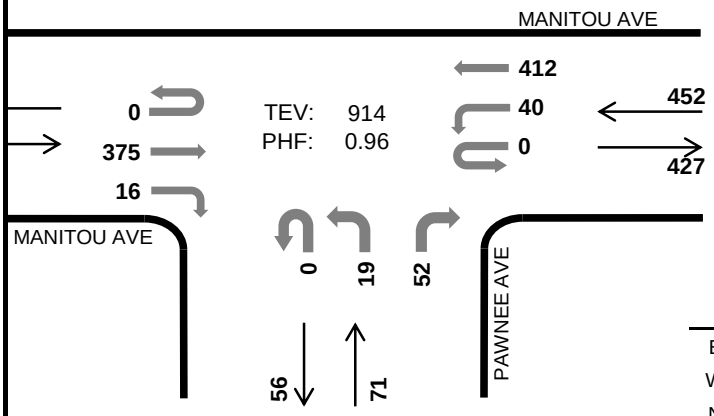
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	1	0	*5*	1	1	0	0	*2*	0	6	0	3	*9*
10:15 AM	1	4	1	0	*6*	0	0	0	0	*0*	0	3	0	2	*5*
10:30 AM	3	3	0	0	*6*	3	0	0	0	*3*	0	2	0	10	*12*
10:45 AM	1	2	0	0	*3*	0	2	0	0	*2*	2	5	0	6	*13*
11:00 AM	3	2	0	0	*5*	0	0	0	0	*0*	0	5	0	2	*7*
11:15 AM	1	2	0	0	*3*	1	0	0	0	*1*	0	8	0	7	*15*
11:30 AM	2	3	0	0	*5*	1	2	0	0	*3*	0	6	0	13	*19*
11:45 AM	2	3	0	0	*5*	1	2	1	0	*4*	0	12	0	16	*28*
12:00 PM	2	1	0	0	*3*	20	0	0	0	*20*	0	10	0	11	*21*
12:15 PM	3	5	0	0	*8*	9	0	0	0	*9*	0	17	0	7	*24*
12:30 PM	**2**	**2**	**1**	**0**	***5***	**19**	**1**	**0**	**0**	***20***	**2**	**7**	**0**	**13**	*22*
12:45 PM	**2**	**3**	**0**	**0**	***5***	**11**	**1**	**0**	**0**	***12***	**0**	**33**	**0**	**18**	*51*
1:00 PM	**5**	**4**	**0**	**0**	***9***	**40**	**1**	**0**	**0**	***41***	**5**	**8**	**0**	**12**	*25*
1:15 PM	**2**	**5**	**0**	**0**	***7***	**28**	**0**	**0**	**0**	***28***	**0**	**14**	**0**	**16**	***30***
1:30 PM	4	2	0	0	*6*	11	0	0	0	*11*	2	8	0	17	*27*
1:45 PM	2	2	0	0	*4*	6	0	0	0	*6*	0	25	0	12	*37*
Count Total	37	45	3	0	*85*	151	10	1	0	*162*	11	169	0	165	*345*
Peak Hr	**11**	**14**	**1**	**0**	***26***	**98**	**3**	**0**	**0**	***101***	**7**	**62**	**0**	**59**	***128***

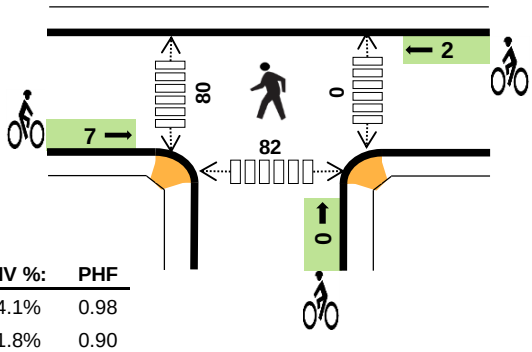
PAWNEE AVE
MANITOU AVE

N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV %:	PHF
EB	4.1%	0.98
WB	1.8%	0.90
NB	0.0%	0.85
SB	-	-
TOTAL	2.6%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	92	3	0	8	98	0	0	7	0	13	0	0	0	0	221	0
2:15 PM	0	0	94	6	0	8	101	0	0	4	0	10	0	0	0	0	223	0
2:30 PM	0	0	94	3	0	15	110	0	0	6	0	10	0	0	0	0	238	0
2:45 PM	0	0	95	4	0	9	103	0	0	2	0	19	0	0	0	0	232	914
Peak Hour	0	0	375	16	0	40	412	0	0	19	0	52	0	0	0	0	914	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	4	2	0	0	*6*	2	0	0	0	*2*	0	17	0	14	*31*
2:15 PM	1	3	0	0	*4*	3	0	0	0	*3*	0	25	0	17	*42*
2:30 PM	6	2	0	0	*8*	2	0	0	0	*2*	0	14	0	24	*38*
2:45 PM	5	1	0	0	*6*	0	2	0	0	*2*	0	24	0	27	*51*
Peak Hour	16	8	0	0	*24*	7	2	0	0	*9*	0	80	0	82	*162*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**0**	**92**	**3**	**0**	**8**	**98**	**0**	**0**	**7**	**0**	**13**	**0**	**0**	**0**	**0**	**221**	0
2:15 PM	**0**	**0**	**94**	**6**	**0**	**8**	**101**	**0**	**0**	**4**	**0**	**10**	**0**	**0**	**0**	**0**	**223**	0
2:30 PM	**0**	**0**	**94**	**3**	**0**	**15**	**110**	**0**	**0**	**6**	**0**	**10**	**0**	**0**	**0**	**0**	**238**	0
2:45 PM	**0**	**0**	**95**	**4**	**0**	**9**	**103**	**0**	**0**	**2**	**0**	**19**	**0**	**0**	**0**	**0**	**232**	**914**
3:00 PM	0	0	93	2	0	7	87	0	0	3	0	17	0	0	0	0	209	902
3:15 PM	0	0	87	2	0	12	90	0	0	4	0	15	0	0	0	0	210	889
3:30 PM	2	0	92	3	0	16	84	0	0	3	0	13	0	0	0	0	213	864
3:45 PM	0	0	81	4	0	12	87	0	0	4	0	16	0	0	0	0	204	836
4:00 PM	0	0	87	4	0	21	97	0	0	3	0	17	0	0	0	0	229	856
4:15 PM	0	0	83	1	0	7	88	0	0	5	0	20	0	0	0	0	204	850
4:30 PM	0	0	82	3	0	7	97	0	0	1	0	17	0	0	0	0	207	844
4:45 PM	0	0	94	1	0	14	91	0	0	1	0	15	0	0	0	0	216	856
5:00 PM	0	0	85	5	1	17	104	0	0	6	0	16	0	0	0	0	234	861
5:15 PM	0	0	70	6	0	12	103	0	0	4	0	15	0	0	0	0	210	867
5:30 PM	0	0	66	5	0	12	114	0	0	4	0	11	0	0	0	0	212	872
5:45 PM	0	0	77	3	0	13	91	0	0	5	0	10	0	0	0	0	199	855
Count Total	2	0	1,372	55	1	190	1,545	0	0	62	0	234	0	0	0	0	3,461	0
Peak Hour	**0**	**0**	**375**	**16**	**0**	**40**	**412**	**0**	**0**	**19**	**0**	**52**	**0**	**0**	**0**	**0**	**914**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

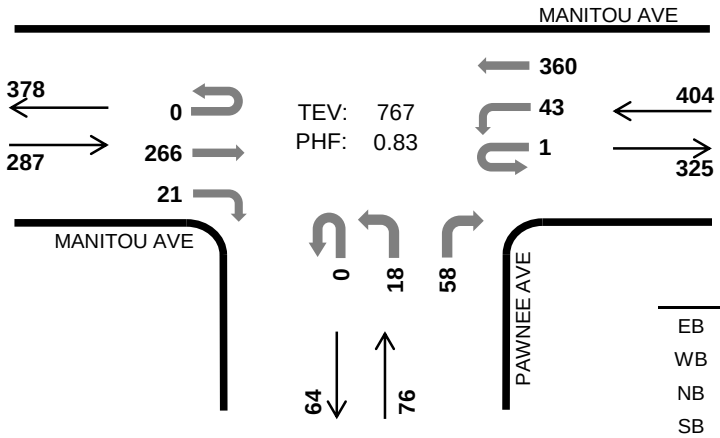
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**4**	**2**	**0**	**0**	***6***	**2**	**0**	**0**	**0**	***2***	**0**	**17**	**0**	**14**	*31*
2:15 PM	**1**	**3**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**0**	**25**	**0**	**17**	*42*
2:30 PM	**6**	**2**	**0**	**0**	***8***	**2**	**0**	**0**	**0**	***2***	**0**	**14**	**0**	**24**	*38*
2:45 PM	**5**	**1**	**0**	**0**	***6***	**0**	**2**	**0**	**0**	***2***	**0**	**24**	**0**	**27**	***51***
3:00 PM	1	3	0	0	*4*	1	0	0	0	*1*	0	11	0	19	*30*
3:15 PM	2	3	1	0	*6*	0	0	0	0	*0*	2	10	0	12	*24*
3:30 PM	5	5	0	0	*10*	1	0	0	0	*1*	0	22	0	19	*41*
3:45 PM	2	3	0	0	*5*	4	3	0	0	*7*	1	8	0	30	*39*
4:00 PM	3	1	0	0	*4*	0	2	0	0	*2*	0	27	0	18	*45*
4:15 PM	2	3	0	0	*5*	5	2	0	0	*7*	0	16	0	14	*30*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	25	0	12	*37*
4:45 PM	2	2	0	0	*4*	0	1	0	0	*1*	2	6	0	18	*26*
5:00 PM	1	2	0	0	*3*	0	0	0	0	*0*	8	14	0	17	*39*
5:15 PM	2	4	0	0	*6*	0	0	0	0	*0*	2	8	0	7	*17*
5:30 PM	1	3	0	0	*4*	3	2	0	0	*5*	0	10	0	11	*21*
5:45 PM	4	1	0	0	*5*	2	0	0	0	*2*	2	15	0	29	*46*
Count Total	44	40	1	0	*85*	23	12	0	0	*35*	17	252	0	288	*557*
Peak Hr	**16**	**8**	**0**	**0**	***24***	**7**	**2**	**0**	**0**	***9***	**0**	**80**	**0**	**82**	***162***

PAWNEE AVE
MANITOU AVE

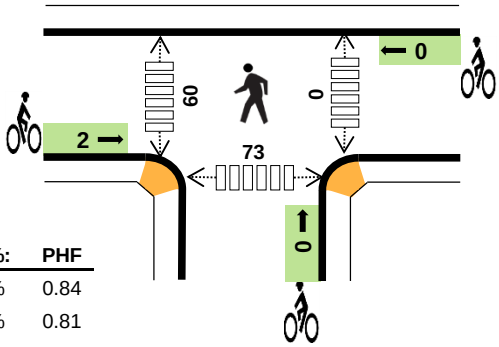
N

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	3.1%	0.84
WB	1.7%	0.81
NB	0.0%	0.90
SB	-	-
TOTAL	2.1%	0.83



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	0	84	1	0	15	110	0	0	4	0	16	0	0	0	0	230	0
6:15 PM	0	0	52	7	0	11	91	0	0	1	0	18	0	0	0	0	180	0
6:30 PM	0	0	62	8	0	8	88	0	0	6	0	15	0	0	0	0	187	0
6:45 PM	0	0	68	5	1	9	71	0	0	7	0	9	0	0	0	0	170	767
Peak Hour	0	0	266	21	1	43	360	0	0	18	0	58	0	0	0	0	767	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	3	1	0	0	*4*	2	0	0	0	*2*	0	11	0	19	*30*
6:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	10	0	33	*43*
6:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	19	0	12	*31*
6:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	20	0	9	*29*
Peak Hour	9	7	0	0	*16*	2	0	0	0	*2*	0	60	0	73	*133*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**0**	**84**	**1**	**0**	**15**	**110**	**0**	**0**	**4**	**0**	**16**	**0**	**0**	**0**	**0**	**230**	0
6:15 PM	**0**	**0**	**52**	**7**	**0**	**11**	**91**	**0**	**0**	**1**	**0**	**18**	**0**	**0**	**0**	**0**	**180**	0
6:30 PM	**0**	**0**	**62**	**8**	**0**	**8**	**88**	**0**	**0**	**6**	**0**	**15**	**0**	**0**	**0**	**0**	**187**	0
6:45 PM	**0**	**0**	**68**	**5**	**1**	**9**	**71**	**0**	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**170**	**767**
7:00 PM	0	0	63	5	0	8	80	0	0	7	0	10	0	0	0	0	173	710
7:15 PM	0	0	69	3	0	7	82	0	0	1	0	8	0	0	0	0	170	700
7:30 PM	0	0	64	2	0	11	86	0	0	2	0	7	0	0	0	0	172	685
7:45 PM	0	0	66	1	0	13	82	0	0	2	0	7	0	0	0	0	171	686
8:00 PM	0	0	90	2	1	11	71	0	0	0	0	6	0	0	0	0	181	694
8:15 PM	0	0	88	3	0	13	81	0	0	3	0	8	0	0	0	0	196	720
8:30 PM	0	0	81	3	0	11	57	0	0	3	0	4	0	0	0	0	159	707
8:45 PM	0	0	91	1	0	5	63	0	0	1	0	11	0	0	0	0	172	708
9:00 PM	0	0	58	1	1	5	54	0	0	0	0	8	0	0	0	0	127	654
9:15 PM	0	0	62	5	0	4	55	0	0	3	0	9	0	0	0	0	138	596
9:30 PM	0	0	60	2	0	5	38	0	0	1	0	8	0	0	0	0	114	551
9:45 PM	0	0	67	3	0	3	36	0	0	4	0	9	0	0	0	0	122	501
Count Total	0	0	1,125	52	3	139	1,145	0	0	45	0	153	0	0	0	0	2,662	0
Peak Hour	**0**	**0**	**266**	**21**	**1**	**43**	**360**	**0**	**0**	**18**	**0**	**58**	**0**	**0**	**0**	**0**	**767**	**0**

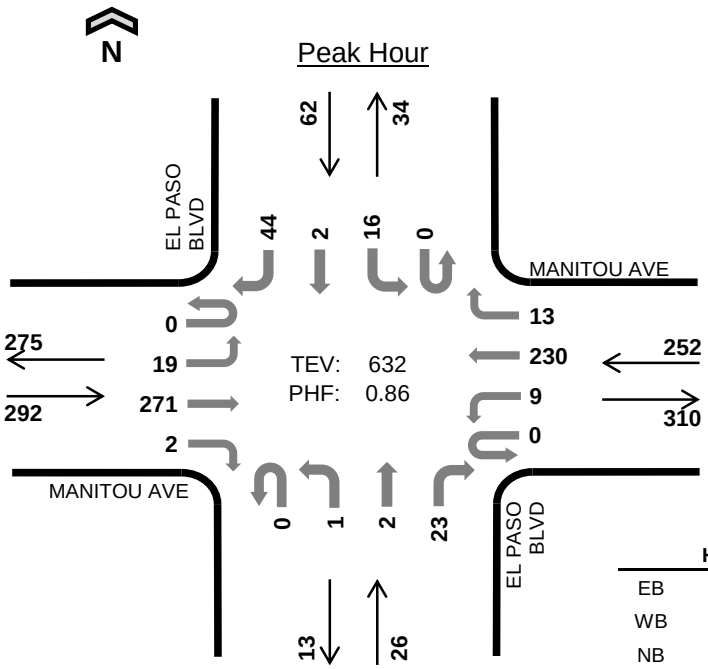
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

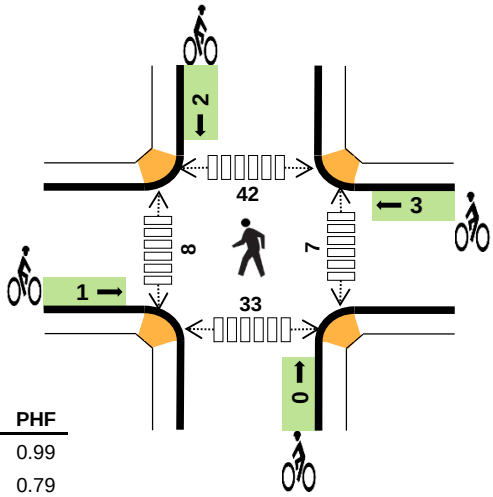
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**3**	**1**	**0**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**0**	**11**	**0**	**19**	*30*
6:15 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**10**	**0**	**33**	*43*
6:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**19**	**0**	**12**	*31*
6:45 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**20**	**0**	**9**	***29***
7:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	4	0	10	*14*
7:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	13	0	17	*30*
7:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	12	0	12	*24*
7:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	18	0	19	*37*
8:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	13	0	10	*23*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	28	0	19	*47*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	4	0	31	*35*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	15	0	15	*30*
9:00 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	10	0	11	*21*
9:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	5	0	7	*12*
9:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	4	0	2	*6*
9:45 PM	1	1	0	0	*2*	2	0	0	0	*2*	0	2	0	6	*8*
Count Total	22	19	0	0	*41*	5	0	0	0	*5*	0	188	0	232	*420*
Peak Hr	**9**	**7**	**0**	**0**	***16***	**2**	**0**	**0**	**0**	***2***	**0**	**60**	**0**	**73**	***133***

EL PASO BLVD
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM

Peak Hour





	HV %:	PHF
EB	4.1%	0.99
WB	5.2%	0.79
NB	0.0%	0.81
SB	0.0%	0.67
TOTAL	4.0%	0.86

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	7	66	1	0	1	32	6	0	1	0	7	0	3	0	9	133	0
9:15 AM	0	0	69	1	0	2	61	1	0	0	0	5	0	1	0	10	150	0
9:30 AM	0	6	68	0	0	4	62	3	0	0	1	5	0	5	2	9	165	0
9:45 AM	0	6	68	0	0	2	75	3	0	0	1	6	0	7	0	16	184	632
Peak Hour	0	19	271	2	0	9	230	13	0	1	2	23	0	16	2	44	632	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	2	2	0	0	*4*	0	0	0	0	*0*	5	1	5	7	*18*
9:15 AM	2	4	0	0	*6*	1	3	0	2	*6*	0	3	7	4	*14*
9:30 AM	3	5	0	0	*8*	0	0	0	0	*0*	1	1	11	1	*14*
9:45 AM	5	2	0	0	*7*	0	0	0	0	*0*	1	3	19	21	*44*
Peak Hour	12	13	0	0	*25*	1	3	0	2	*6*	7	8	42	33	*90*

Four-Hour Count Summaries

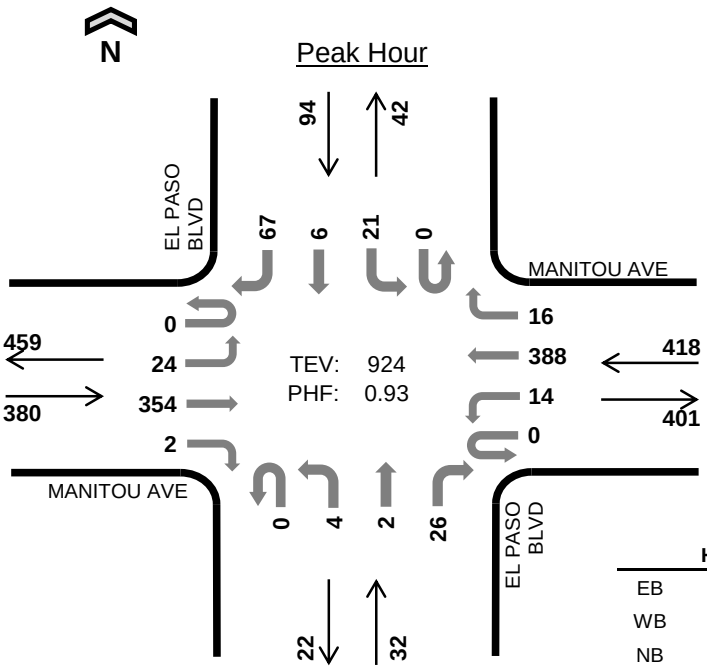
Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	4	24	0	0	1	36	3	0	0	0	2	0	0	0	4	74	0
6:15 AM	0	1	24	0	0	0	25	1	0	0	0	0	0	0	0	1	52	0
6:30 AM	0	2	25	0	0	0	22	0	0	0	0	4	0	2	0	5	60	0
6:45 AM	0	2	31	0	0	1	24	1	0	0	0	2	0	0	0	2	63	249
7:00 AM	0	3	36	0	0	1	35	0	0	0	0	8	0	0	0	7	90	265
7:15 AM	0	7	49	0	0	1	37	1	0	0	1	6	0	3	0	2	107	320
7:30 AM	0	7	55	0	0	2	37	5	0	0	0	6	0	0	0	4	116	376
7:45 AM	0	5	44	0	0	1	26	2	0	0	0	4	0	1	1	9	93	406
8:00 AM	0	4	56	0	0	2	40	1	0	0	1	2	0	2	0	7	115	431
8:15 AM	0	3	65	1	0	1	43	3	0	3	0	7	0	3	0	6	135	459
8:30 AM	0	7	74	0	0	4	40	1	0	0	1	6	0	1	0	4	138	481
8:45 AM	0	3	67	0	0	2	46	3	0	0	0	5	0	4	1	8	139	527
9:00 AM	**0**	**7**	**66**	**1**	**0**	**1**	**32**	**6**	**0**	**1**	**0**	**7**	**0**	**3**	**0**	**9**	**133**	545
9:15 AM	**0**	**0**	**69**	**1**	**0**	**2**	**61**	**1**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**10**	**150**	560
9:30 AM	**0**	**6**	**68**	**0**	**0**	**4**	**62**	**3**	**0**	**0**	**1**	**5**	**0**	**5**	**2**	**9**	**165**	587
9:45 AM	**0**	**6**	**68**	**0**	**0**	**2**	**75**	**3**	**0**	**0**	**1**	**6**	**0**	**7**	**0**	**16**	**184**	**632**
Count Total	0	67	821	3	0	25	641	34	0	4	5	75	0	32	4	103	1,814	0
Peak Hour	**0**	**19**	**271**	**2**	**0**	**9**	**230**	**13**	**0**	**1**	**2**	**23**	**0**	**16**	**2**	**44**	**632**	**0**

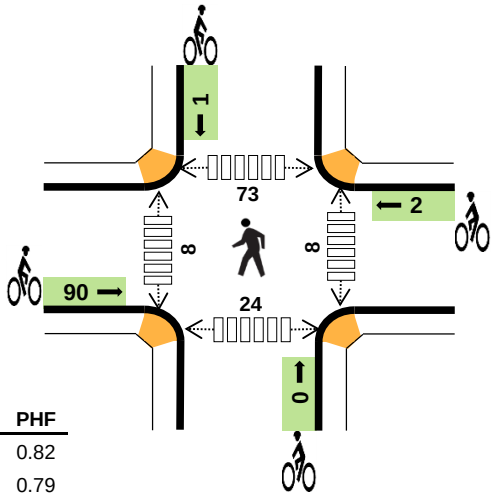
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	2	0	0	*3*	0	0	0	0	*0*	1	0	4	0	*5*
6:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	2	4	*6*
6:30 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	1	7	2	*10*
6:45 AM	1	2	0	0	*3*	11	1	1	0	*13*	0	2	4	3	*9*
7:00 AM	1	1	0	1	*3*	1	0	0	0	*1*	1	3	8	1	*13*
7:15 AM	0	3	0	0	*3*	1	0	0	0	*1*	0	2	11	3	*16*
7:30 AM	1	2	0	0	*3*	4	1	0	0	*5*	0	1	4	0	*5*
7:45 AM	3	3	0	0	*6*	2	0	1	1	*4*	0	2	13	0	*15*
8:00 AM	3	3	1	0	*7*	2	0	0	0	*2*	1	2	13	2	*18*
8:15 AM	3	2	0	0	*5*	3	1	1	0	*5*	1	2	7	4	*14*
8:30 AM	4	2	0	0	*6*	1	0	0	0	*1*	3	2	10	3	*18*
8:45 AM	1	2	0	0	*3*	4	0	0	0	*4*	1	5	14	0	*20*
9:00 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**5**	**7**	*18*
9:15 AM	**2**	**4**	**0**	**0**	***6***	**1**	**3**	**0**	**2**	***6***	**0**	**3**	**7**	**4**	*14*
9:30 AM	**3**	**5**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**11**	**1**	*14*
9:45 AM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**19**	**21**	***44***
Count Total	31	37	1	1	*70*	30	6	3	3	*42*	15	30	139	55	*239*
Peak Hour	**12**	**13**	**0**	**0**	***25***	**1**	**3**	**0**	**2**	***6***	**7**	**8**	**42**	**33**	***90***

EL PASO BLVD
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:45 PM to 1:45 PM





	HV %:	PHF
EB	3.2%	0.82
WB	3.1%	0.79
NB	0.0%	0.80
SB	1.1%	0.81
TOTAL	2.8%	0.93

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:45 PM	0	6	80	0	0	5	121	6	0	0	1	8	0	4	1	14	246	0
1:00 PM	0	9	77	0	0	4	84	2	0	0	1	9	0	3	1	24	214	0
1:15 PM	0	6	86	0	0	3	91	4	0	2	0	5	0	5	2	11	215	0
1:30 PM	0	3	111	2	0	2	92	4	0	2	0	4	0	9	2	18	249	924
Peak Hour	0	24	354	2	0	14	388	16	0	4	2	26	0	21	6	67	924	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	2	3	0	0	*5*	12	0	0	1	*13*	1	4	21	8	*34*
1:00 PM	4	3	0	1	*8*	40	1	0	0	*41*	3	1	22	5	*31*
1:15 PM	1	5	0	0	*6*	20	1	0	0	*21*	3	1	15	5	*24*
1:30 PM	5	2	0	0	*7*	18	0	0	0	*18*	1	2	15	6	*24*
Peak Hour	12	13	0	1	*26*	90	2	0	1	*93*	8	8	73	24	*113*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	4	68	1	0	4	74	5	0	1	2	7	0	5	0	12	183	0
10:15 AM	0	4	47	1	0	3	56	2	0	1	0	8	0	1	0	8	131	0
10:30 AM	0	8	59	1	0	1	95	4	0	2	0	2	0	5	1	11	189	0
10:45 AM	0	5	76	0	0	1	78	2	0	1	0	5	0	2	2	13	185	688
11:00 AM	0	7	77	0	0	3	84	3	0	1	0	4	0	2	0	13	194	699
11:15 AM	0	7	67	0	0	5	82	5	0	0	0	5	0	4	0	14	189	757
11:30 AM	0	8	73	1	0	1	91	2	0	0	1	1	0	5	0	17	200	768
11:45 AM	0	4	71	1	0	2	89	1	0	1	0	3	0	8	5	16	201	784
12:00 PM	0	7	84	0	0	5	86	1	0	0	0	7	0	2	0	13	205	795
12:15 PM	0	7	80	1	1	2	84	4	0	1	1	3	0	5	2	9	200	806
12:30 PM	0	6	92	1	0	6	94	2	0	1	1	10	0	4	1	19	237	843
12:45 PM	**0**	**6**	**80**	**0**	**0**	**5**	**121**	**6**	**0**	**0**	**1**	**8**	**0**	**4**	**1**	**14**	**246**	888
1:00 PM	**0**	**9**	**77**	**0**	**0**	**4**	**84**	**2**	**0**	**0**	**1**	**9**	**0**	**3**	**1**	**24**	**214**	897
1:15 PM	**0**	**6**	**86**	**0**	**0**	**3**	**91**	**4**	**0**	**2**	**0**	**5**	**0**	**5**	**2**	**11**	**215**	912
1:30 PM	**0**	**3**	**111**	**2**	**0**	**2**	**92**	**4**	**0**	**2**	**0**	**4**	**0**	**9**	**2**	**18**	**249**	**924**
1:45 PM	0	3	71	0	0	9	77	7	0	1	0	2	1	4	0	16	191	869
Count Total	0	94	1,219	9	1	56	1,378	54	0	14	7	83	1	68	17	228	3,229	0
Peak Hour	**0**	**24**	**354**	**2**	**0**	**14**	**388**	**16**	**0**	**4**	**2**	**26**	**0**	**21**	**6**	**67**	**924**	**0**

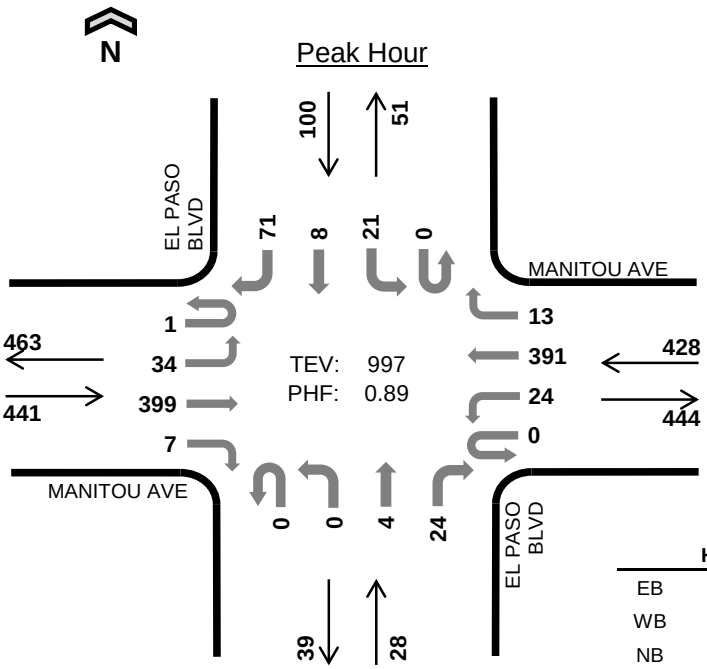
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

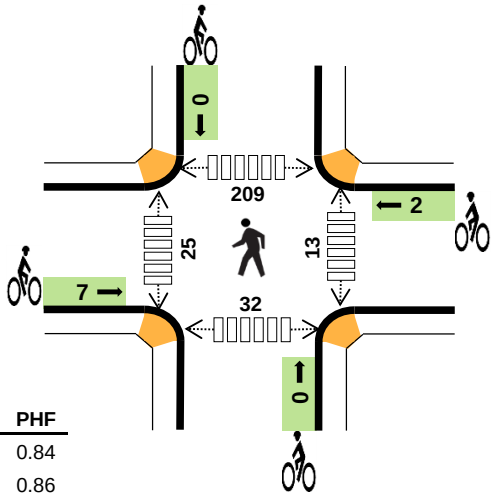
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	5	3	0	0	*8*	1	0	1	1	*3*	0	2	18	1	*21*
10:15 AM	3	3	0	0	*6*	0	0	0	0	*0*	1	1	22	3	*27*
10:30 AM	3	4	0	0	*7*	2	0	0	0	*2*	0	3	23	5	*31*
10:45 AM	1	2	0	0	*3*	0	0	0	0	*0*	3	0	23	0	*26*
11:00 AM	2	2	0	0	*4*	0	0	0	0	*0*	10	0	36	1	*47*
11:15 AM	2	1	0	1	*4*	1	0	1	0	*2*	1	6	23	2	*32*
11:30 AM	2	4	0	0	*6*	1	0	0	2	*3*	1	1	11	5	*18*
11:45 AM	2	2	0	0	*4*	1	2	0	0	*3*	10	2	21	3	*36*
12:00 PM	2	1	0	1	*4*	21	0	0	0	*21*	0	1	20	0	*21*
12:15 PM	1	5	0	0	*6*	9	0	0	0	*9*	4	2	27	4	*37*
12:30 PM	4	3	0	0	*7*	19	0	1	0	*20*	0	1	18	3	*22*
12:45 PM	**2**	**3**	**0**	**0**	***5***	**12**	**0**	**0**	**1**	***13***	**1**	**4**	**21**	**8**	*34*
1:00 PM	**4**	**3**	**0**	**1**	***8***	**40**	**1**	**0**	**0**	***41***	**3**	**1**	**22**	**5**	*31*
1:15 PM	**1**	**5**	**0**	**0**	***6***	**20**	**1**	**0**	**0**	***21***	**3**	**1**	**15**	**5**	*24*
1:30 PM	**5**	**2**	**0**	**0**	***7***	**18**	**0**	**0**	**0**	***18***	**1**	**2**	**15**	**6**	***24***
1:45 PM	2	2	0	0	*4*	7	0	0	0	*7*	0	6	33	1	*40*
Count Total	41	45	0	3	*89*	152	4	3	4	*163*	38	33	348	52	*471*
Peak Hour	**12**	**13**	**0**	**1**	***26***	**90**	**2**	**0**	**1**	***93***	**8**	**8**	**73**	**24**	***113***

EL PASO BLVD
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM

Peak Hour





	HV %:	PHF
EB	3.2%	0.84
WB	1.9%	0.86
NB	3.6%	0.78
SB	0.0%	0.83
TOTAL	2.3%	0.89

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	12	98	1	0	5	85	3	0	0	1	6	0	6	2	22	241	0
2:15 PM	0	4	95	3	0	4	91	4	0	0	1	4	0	1	1	17	225	0
2:30 PM	1	8	85	2	0	10	114	1	0	0	0	7	0	5	3	16	252	0
2:45 PM	0	10	121	1	0	5	101	5	0	0	2	7	0	9	2	16	279	997
Peak Hour	1	34	399	7	0	24	391	13	0	0	4	24	0	21	8	71	997	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	4	2	0	0	*6*	2	0	0	0	*2*	4	2	70	7	*83*
2:15 PM	1	3	0	0	*4*	0	0	0	0	*0*	2	14	61	9	*86*
2:30 PM	5	2	0	0	*7*	5	0	0	0	*5*	1	2	41	6	*50*
2:45 PM	4	1	1	0	*6*	0	2	0	0	*2*	6	7	37	10	*60*
Peak Hour	14	8	1	0	*23*	7	2	0	0	*9*	13	25	209	32	*279*

Four-Hour Count Summaries

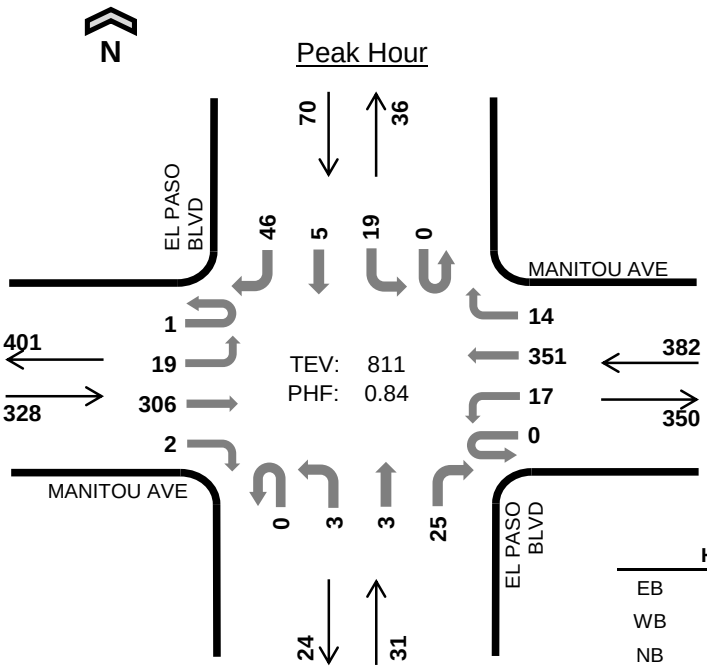
Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**12**	**98**	**1**	**0**	**5**	**85**	**3**	**0**	**0**	**1**	**6**	**0**	**6**	**2**	**22**	**241**	0
2:15 PM	**0**	**4**	**95**	**3**	**0**	**4**	**91**	**4**	**0**	**0**	**1**	**4**	**0**	**1**	**1**	**17**	**225**	0
2:30 PM	**1**	**8**	**85**	**2**	**0**	**10**	**114**	**1**	**0**	**0**	**0**	**7**	**0**	**5**	**3**	**16**	**252**	0
2:45 PM	**0**	**10**	**121**	**1**	**0**	**5**	**101**	**5**	**0**	**0**	**2**	**7**	**0**	**9**	**2**	**16**	**279**	**997**
3:00 PM	0	7	98	0	0	1	82	1	0	0	0	0	0	6	0	12	207	963
3:15 PM	0	7	94	1	0	6	83	4	0	0	0	7	0	3	0	20	225	963
3:30 PM	0	9	100	0	0	3	82	3	0	3	2	5	0	5	0	15	227	938
3:45 PM	2	6	88	0	0	6	89	1	0	0	0	4	0	4	2	15	217	876
4:00 PM	0	12	104	0	0	4	94	1	0	0	0	6	0	5	1	23	250	919
4:15 PM	0	7	100	1	0	5	90	1	0	0	0	2	0	7	0	16	229	923
4:30 PM	0	8	84	0	0	9	95	3	0	0	0	2	0	6	0	11	218	914
4:45 PM	0	13	106	0	0	5	90	3	0	0	2	4	0	3	0	17	243	940
5:00 PM	0	5	100	0	0	4	103	1	0	1	1	4	0	6	3	20	248	938
5:15 PM	0	6	77	0	0	6	105	4	0	0	0	5	0	7	0	8	218	927
5:30 PM	0	12	70	1	0	5	108	2	0	1	0	3	0	5	0	19	226	935
5:45 PM	0	5	83	1	0	3	95	4	0	2	0	4	0	5	0	18	220	912
Count Total	3	131	1,503	11	0	81	1,507	41	0	7	9	70	0	83	14	265	3,725	0
Peak Hour	**1**	**34**	**399**	**7**	**0**	**24**	**391**	**13**	**0**	**0**	**4**	**24**	**0**	**21**	**8**	**71**	**997**	**0**

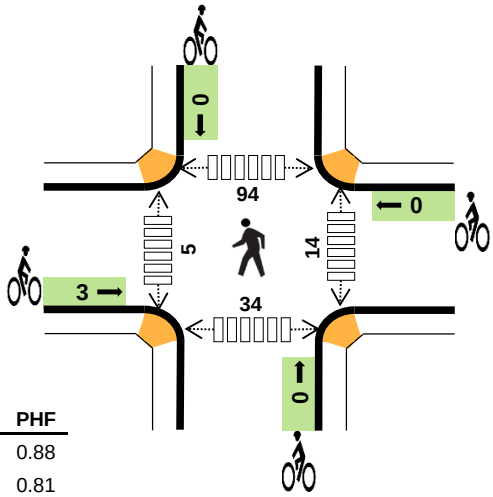
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**4**	**2**	**0**	**0**	***6***	**2**	**0**	**0**	**0**	***2***	**4**	**2**	**70**	**7**	*83*
2:15 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**14**	**61**	**9**	*86*
2:30 PM	**5**	**2**	**0**	**0**	***7***	**5**	**0**	**0**	**0**	***5***	**1**	**2**	**41**	**6**	*50*
2:45 PM	**4**	**1**	**1**	**0**	***6***	**0**	**2**	**0**	**0**	***2***	**6**	**7**	**37**	**10**	***60***
3:00 PM	2	3	0	0	*5*	1	0	0	0	*1*	5	9	45	1	*60*
3:15 PM	3	3	0	0	*6*	0	0	1	0	*1*	3	0	53	4	*60*
3:30 PM	5	4	0	0	*9*	1	0	0	0	*1*	1	5	31	5	*42*
3:45 PM	2	2	0	0	*4*	3	3	1	0	*7*	0	3	34	8	*45*
4:00 PM	4	2	0	2	*8*	0	0	0	0	*0*	10	3	23	14	*50*
4:15 PM	2	3	0	0	*5*	5	1	1	0	*7*	1	4	15	1	*21*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	5	4	34	6	*49*
4:45 PM	1	2	0	0	*3*	0	0	0	1	*1*	4	3	31	7	*45*
5:00 PM	2	2	0	0	*4*	0	0	0	1	*1*	1	6	45	5	*57*
5:15 PM	1	4	0	0	*5*	0	0	0	0	*0*	0	0	29	3	*32*
5:30 PM	3	3	0	1	*7*	1	2	0	0	*3*	0	8	43	9	*60*
5:45 PM	4	1	0	0	*5*	3	0	2	0	*5*	1	19	27	2	*49*
Count Total	46	39	1	3	*89*	21	8	5	2	*36*	44	89	619	97	*849*
Peak Hour	**14**	**8**	**1**	**0**	***23***	**7**	**2**	**0**	**0**	***9***	**13**	**25**	**209**	**32**	***279***

EL PASO BLVD
MANITOU AVE

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	2.4%	0.88
WB	1.8%	0.81
NB	0.0%	0.65
SB	0.0%	0.73
TOTAL	1.8%	0.84

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	1	6	85	1	0	9	105	4	0	2	0	7	0	7	1	12	240	0
6:15 PM	0	5	73	0	0	6	89	2	0	0	0	3	0	3	1	12	194	0
6:30 PM	0	1	73	1	0	0	83	3	0	0	2	10	0	5	2	17	197	0
6:45 PM	0	7	75	0	0	2	74	5	0	1	1	5	0	4	1	5	180	811
Peak Hour	1	19	306	2	0	17	351	14	0	3	3	25	0	19	5	46	811	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	3	1	0	0	*4*	3	0	0	0	*3*	4	2	31	6	*43*
6:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	5	3	25	10	*43*
6:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	2	0	12	11	*25*
6:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	3	0	26	7	*36*
Peak Hour	8	7	0	0	*15*	3	0	0	0	*3*	14	5	94	34	*147*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**1**	**6**	**85**	**1**	**0**	**9**	**105**	**4**	**0**	**2**	**0**	**7**	**0**	**7**	**1**	**12**	**240**	0
6:15 PM	**0**	**5**	**73**	**0**	**0**	**6**	**89**	**2**	**0**	**0**	**0**	**3**	**0**	**3**	**1**	**12**	**194**	0
6:30 PM	**0**	**1**	**73**	**1**	**0**	**0**	**83**	**3**	**0**	**0**	**2**	**10**	**0**	**5**	**2**	**17**	**197**	0
6:45 PM	**0**	**7**	**75**	**0**	**0**	**2**	**74**	**5**	**0**	**1**	**1**	**5**	**0**	**4**	**1**	**5**	**180**	**811**
7:00 PM	0	5	63	1	0	3	74	1	0	1	0	3	0	7	1	15	174	745
7:15 PM	0	6	71	1	0	5	75	1	0	3	1	1	0	1	0	12	177	728
7:30 PM	0	7	71	0	0	1	85	2	0	2	0	2	0	4	1	9	184	715
7:45 PM	0	3	61	0	0	2	77	2	0	0	0	4	0	1	0	19	169	704
8:00 PM	0	4	94	0	0	3	76	2	0	0	0	1	0	6	0	8	194	724
8:15 PM	0	4	102	0	0	2	79	0	0	0	0	2	0	8	1	13	211	758
8:30 PM	0	7	74	1	0	3	60	6	0	1	0	2	0	1	0	9	164	738
8:45 PM	0	3	100	0	0	2	57	2	0	1	0	2	0	4	0	9	180	749
9:00 PM	0	4	70	1	0	3	58	5	0	0	0	1	0	3	2	6	153	708
9:15 PM	0	1	71	1	0	2	53	1	0	0	0	5	0	2	0	6	142	639
9:30 PM	0	3	60	0	0	1	39	2	0	0	0	0	0	1	2	6	114	589
9:45 PM	0	3	83	0	0	1	30	0	0	0	0	1	0	4	1	11	134	543
Count Total	1	69	1,226	7	0	45	1,114	38	0	11	4	49	0	61	13	169	2,807	0
Peak Hour	**1**	**19**	**306**	**2**	**0**	**17**	**351**	**14**	**0**	**3**	**3**	**25**	**0**	**19**	**5**	**46**	**811**	**0**

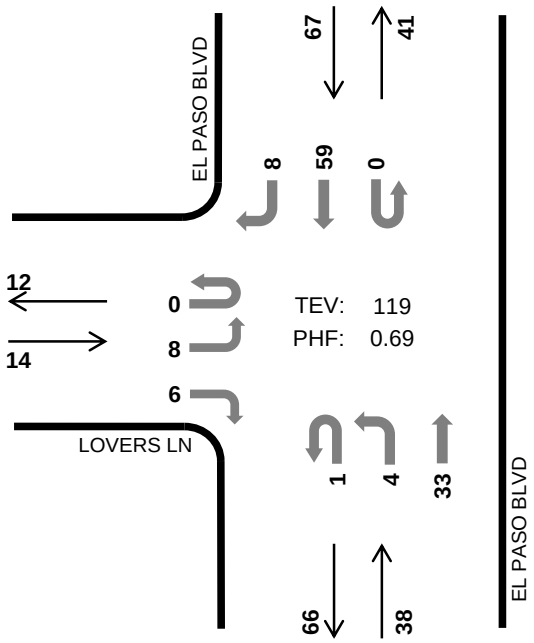
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

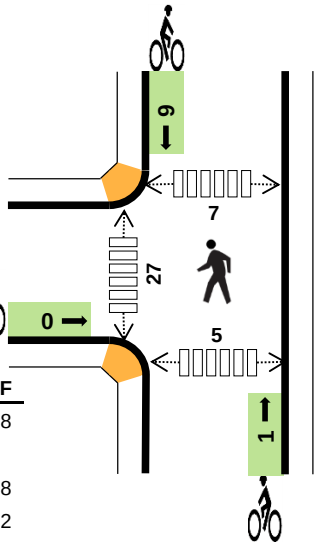
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**3**	**1**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**4**	**2**	**31**	**6**	*43*
6:15 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**5**	**3**	**25**	**10**	*43*
6:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**12**	**11**	*25*
6:45 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**26**	**7**	***36***
7:00 PM	2	1	0	0	*3*	0	0	0	0	*0*	1	4	33	3	*41*
7:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	8	3	32	7	*50*
7:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	2	10	22	4	*38*
7:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	2	16	7	*27*
8:00 PM	2	1	0	0	*3*	0	0	0	0	*0*	1	5	26	9	*41*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	22	9	*31*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	6	2	17	11	*36*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	4	14	9	*29*
9:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	5	1	27	8	*41*
9:15 PM	1	1	0	0	*2*	1	0	0	0	*1*	4	4	11	6	*25*
9:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	11	1	*14*
9:45 PM	2	1	0	0	*3*	1	0	0	0	*1*	0	6	9	6	*21*
Count Total	22	20	0	0	*42*	5	0	0	0	*5*	47	46	334	114	*541*
Peak Hour	**8**	**7**	**0**	**0**	***15***	**3**	**0**	**0**	**0**	***3***	**14**	**5**	**94**	**34**	***147***

EL PASO BLVD
LOVERS LN

Date: Fri, Jun 29, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.58
WB	-	-
NB	7.9%	0.68
SB	0.0%	0.62
TOTAL	2.5%	0.69

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	4	0	2	0	0	0	0	1	2	11	0	0	0	12	2	34	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	1	12	0
9:30 AM	0	1	0	2	0	0	0	0	0	0	12	0	0	0	12	3	30	0
9:45 AM	0	3	0	2	0	0	0	0	0	2	9	0	0	0	25	2	43	119
Peak Hour	0	8	0	6	0	0	0	0	1	4	33	0	0	0	59	8	119	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	0	1	0	*1*	0	0	0	2	*2*	0	13	0	2	*15*
9:15 AM	0	0	0	0	*0*	0	0	1	3	*4*	0	2	0	3	*5*
9:30 AM	0	0	1	0	*1*	0	0	0	2	*2*	0	12	7	0	*19*
9:45 AM	0	0	1	0	*1*	0	0	0	2	*2*	0	0	0	0	*0*
Peak Hour	0	0	3	0	*3*	0	0	1	9	*10*	0	27	7	5	*39*

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	4	0	9	0
6:15 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	3	9	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	1	10	0
6:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	34
7:00 AM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	6	2	13	38
7:15 AM	0	0	0	2	0	0	0	0	1	1	7	0	0	0	3	0	14	43
7:30 AM	0	0	0	2	0	0	0	0	0	3	10	0	0	0	3	2	20	53
7:45 AM	0	4	0	3	0	0	0	0	0	3	2	0	0	0	9	4	25	72
8:00 AM	0	2	0	1	0	0	0	0	0	0	6	0	0	0	7	2	18	77
8:15 AM	0	3	0	3	0	0	0	0	0	2	2	0	0	0	8	1	19	82
8:30 AM	0	3	0	0	0	0	0	0	0	1	8	0	0	0	5	0	17	79
8:45 AM	0	1	0	2	0	0	0	0	0	1	5	0	0	0	10	3	22	76
9:00 AM	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**2**	**11**	**0**	**0**	**0**	**12**	**2**	**34**	92
9:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**10**	**1**	**12**	85
9:30 AM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**12**	**3**	**30**	98
9:45 AM	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**25**	**2**	**43**	**119**
Count Total	0	24	0	20	0	0	0	0	2	18	87	0	0	0	124	26	301	0
Peak Hour	**0**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**4**	**33**	**0**	**0**	**0**	**59**	**8**	**119**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

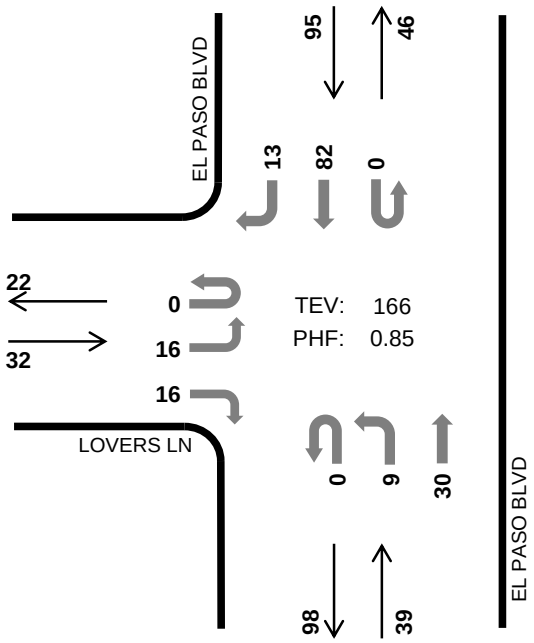
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	1	1	0	*2*
6:30 AM	0	0	1	0	*1*	0	0	0	6	*6*	0	1	1	7	*9*
6:45 AM	0	0	1	0	*1*	0	0	3	1	*4*	0	2	0	0	*2*
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	3	1	0	*4*
7:15 AM	0	0	0	0	*0*	0	0	1	2	*3*	0	1	0	0	*1*
7:30 AM	0	0	1	0	*1*	0	0	2	2	*4*	0	2	0	2	*4*
7:45 AM	0	0	1	0	*1*	0	0	2	4	*6*	0	0	0	1	*1*
8:00 AM	0	0	1	0	*1*	0	0	1	0	*1*	0	2	0	1	*3*
8:15 AM	0	0	0	0	*0*	0	0	3	0	*3*	0	0	0	5	*5*
8:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	6	2	0	*8*
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	2	0	0	*2*
9:00 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**13**	**0**	**2**	*15*
9:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**3**	***4***	**0**	**2**	**0**	**3**	*5*
9:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**12**	**7**	**0**	*19*
9:45 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***
Count Total	0	0	12	1	*13*	0	0	13	25	*38*	0	47	12	21	*80*
Peak Hr	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**1**	**9**	***10***	**0**	**27**	**7**	**5**	***39***

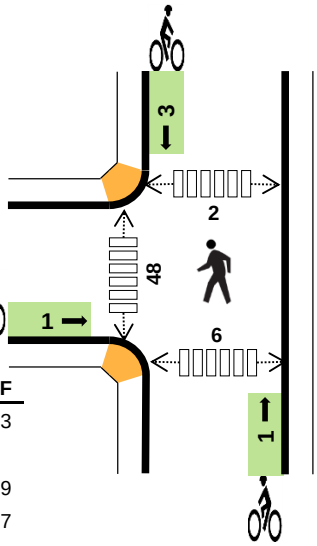
EL PASO BLVD
LOVERS LN

Date: Fri, Jun 29, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.0%	0.73
WB	-	-
NB	7.7%	0.89
SB	1.1%	0.77
TOTAL	2.4%	0.85

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				0 Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	5	0	2	0	0	0	0	0	1	10	0	0	0	28	3	49	0
1:15 PM	0	3	0	4	0	0	0	0	0	2	9	0	0	0	12	4	34	0
1:30 PM	0	1	0	6	0	0	0	0	0	2	5	0	0	0	23	4	41	0
1:45 PM	0	7	0	4	0	0	0	0	0	4	6	0	0	0	19	2	42	166
Peak Hour	0	16	0	16	0	0	0	0	0	9	30	0	0	0	82	13	166	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	0	0	1	1	*2*	0	0	0	2	*2*	0	22	2	1	*25*
1:15 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	10	0	0	*10*
1:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	9	0	1	*10*
1:45 PM	0	0	1	0	*1*	1	0	0	1	*2*	0	7	0	4	*11*
Peak Hour	0	0	3	1	*4*	1	0	1	3	*5*	0	48	2	6	*56*

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	2	0	0	0	0	0	0	0	1	9	0	0	0	15	8	35	0
10:15 AM	0	1	0	1	0	0	0	0	0	2	7	0	0	0	8	7	26	0
10:30 AM	0	0	0	3	0	0	0	0	0	2	6	0	0	0	13	2	26	0
10:45 AM	0	4	0	2	0	0	0	0	0	1	8	0	0	0	14	4	33	120
11:00 AM	0	3	0	1	0	0	0	0	0	1	8	0	0	0	14	5	32	117
11:15 AM	0	2	0	3	0	0	0	0	0	2	9	0	0	0	14	5	35	126
11:30 AM	0	6	0	5	0	0	0	0	0	2	8	0	0	0	18	8	47	147
11:45 AM	0	2	0	5	0	0	0	0	0	0	6	0	0	0	26	7	46	160
12:00 PM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	13	5	28	156
12:15 PM	0	3	0	2	0	0	0	0	0	2	8	0	0	0	15	6	36	157
12:30 PM	0	2	0	5	0	0	0	0	0	2	9	0	0	0	21	2	41	151
12:45 PM	0	8	0	2	0	0	0	0	0	0	11	0	0	0	15	3	39	144
1:00 PM	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**28**	**3**	**49**	165
1:15 PM	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**12**	**4**	**34**	163
1:30 PM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**23**	**4**	**41**	163
1:45 PM	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**19**	**2**	**42**	**166**
Count Total	0	50	0	45	0	0	0	0	0	25	127	0	0	0	268	75	590	0
Peak Hour	**0**	**16**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**9**	**30**	**0**	**0**	**0**	**82**	**13**	**166**	**0**

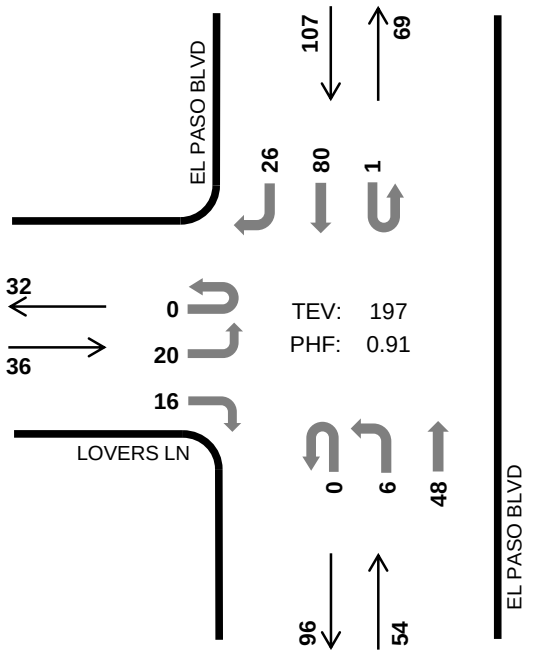
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

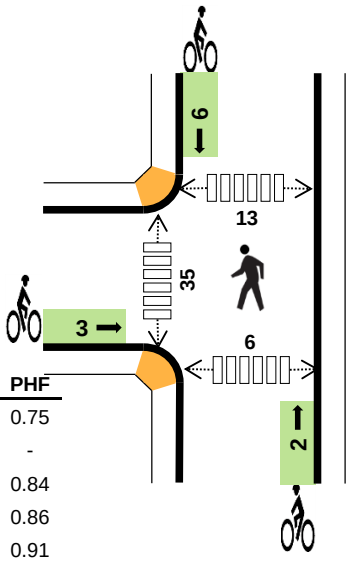
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	1	0	*1*	1	0	1	1	*3*	0	6	1	1	*8*
10:15 AM	0	0	0	0	*0*	0	0	0	3	*3*	0	3	0	4	*7*
10:30 AM	0	0	1	0	*1*	0	0	2	0	*2*	0	9	0	1	*10*
10:45 AM	0	0	1	0	*1*	1	0	0	1	*2*	0	13	0	2	*15*
11:00 AM	0	0	0	0	*0*	4	0	0	0	*4*	0	7	0	0	*7*
11:15 AM	1	0	1	0	*2*	2	0	0	0	*2*	0	23	0	1	*24*
11:30 AM	0	0	1	0	*1*	0	0	1	2	*3*	0	9	0	0	*9*
11:45 AM	0	0	1	0	*1*	0	0	0	1	*1*	0	3	0	0	*3*
12:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	0	2	*3*
12:15 PM	0	0	0	0	*0*	1	0	0	1	*2*	0	20	0	0	*20*
12:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	11	0	2	*13*
12:45 PM	0	0	1	0	*1*	0	0	2	2	*4*	0	13	0	2	*15*
1:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**2**	***2***	**0**	**22**	**2**	**1**	*25*
1:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**10**	**0**	**0**	*10*
1:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**9**	**0**	**1**	*10*
1:45 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**1**	***2***	**0**	**7**	**0**	**4**	***11***
Count Total	1	0	12	1	*14*	10	0	7	14	*31*	0	166	3	21	*190*
Peak Hr	**0**	**0**	**3**	**1**	***4***	**1**	**0**	**1**	**3**	***5***	**0**	**48**	**2**	**6**	***56***

EL PASO BLVD
LOVERS LN

Peak Hour

Date: Fri, Jun 29, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	5.6%	0.84
SB	0.0%	0.86
TOTAL	1.5%	0.91

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				0 Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	0	6	0	0	0	0	0	0	16	0	1	0	20	3	48	0
2:15 PM	0	7	0	3	0	0	0	0	0	2	9	0	0	0	16	5	42	0
2:30 PM	0	7	0	5	0	0	0	0	0	1	10	0	0	0	20	11	54	0
2:45 PM	0	4	0	2	0	0	0	0	0	3	13	0	0	0	24	7	53	197
Peak Hour	0	20	0	16	0	0	0	0	0	6	48	0	1	0	80	26	197	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	8	2	0	*10*
2:15 PM	0	0	0	0	*0*	1	0	0	3	*4*	0	6	4	5	*15*
2:30 PM	0	0	1	0	*1*	2	0	2	1	*5*	0	5	3	0	*8*
2:45 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	16	4	1	*21*
Peak Hour	0	0	3	0	*3*	3	0	2	6	*11*	0	35	13	6	*54*

Four-Hour Count Summaries

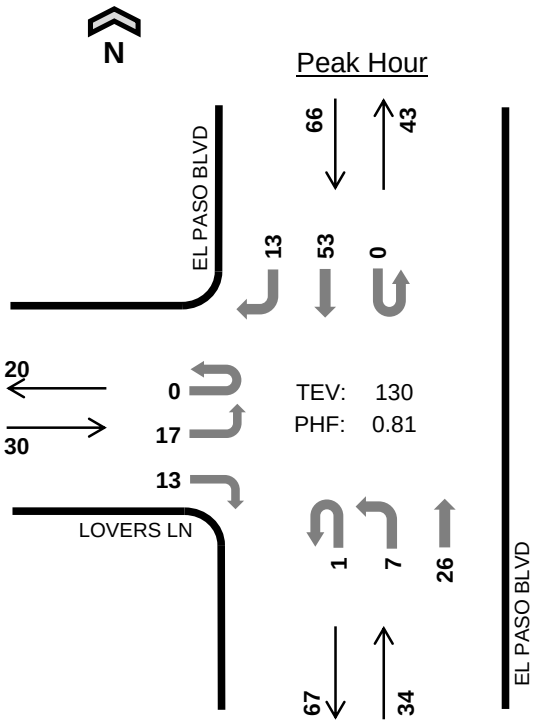
Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**0**	**20**	**3**	**48**	0
2:15 PM	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**16**	**5**	**42**	0
2:30 PM	**0**	**7**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**20**	**11**	**54**	0
2:45 PM	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**13**	**0**	**0**	**0**	**24**	**7**	**53**	**197**
3:00 PM	0	6	0	6	0	0	0	0	0	1	8	0	0	0	11	0	32	181
3:15 PM	0	4	0	4	0	0	0	0	0	1	9	0	0	0	17	4	39	178
3:30 PM	0	4	0	3	0	0	0	0	0	2	10	0	0	0	13	2	34	158
3:45 PM	0	1	0	1	0	0	0	0	1	0	8	0	0	0	24	3	38	143
4:00 PM	0	5	0	5	0	0	0	0	0	1	10	0	0	0	18	3	42	153
4:15 PM	0	4	0	5	0	0	0	0	1	2	4	0	0	0	17	5	38	152
4:30 PM	0	4	0	6	0	0	0	0	0	1	12	0	0	0	13	3	39	157
4:45 PM	0	7	0	5	0	0	0	0	0	2	13	0	0	0	15	3	45	164
5:00 PM	0	9	0	8	0	0	0	0	0	0	8	0	0	0	24	2	51	173
5:15 PM	0	3	0	2	0	0	0	0	1	1	8	0	0	0	10	2	27	162
5:30 PM	0	4	0	4	0	0	0	0	0	3	12	0	0	0	21	3	47	170
5:45 PM	0	3	0	4	0	0	0	0	0	1	6	0	0	0	18	1	33	158
Count Total	0	74	0	69	0	0	0	0	3	21	156	0	1	0	281	57	662	0
Peak Hour	**0**	**20**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**6**	**48**	**0**	**1**	**0**	**80**	**26**	**197**	**0**

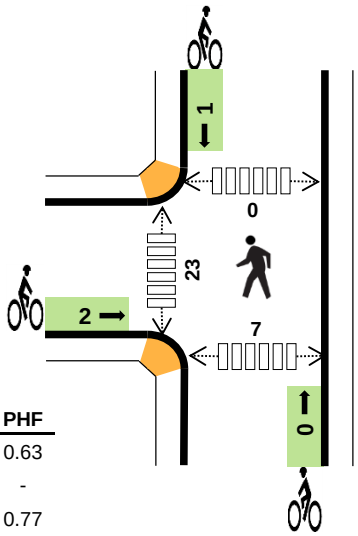
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**2**	**0**	*10*
2:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**3**	***4***	**0**	**6**	**4**	**5**	*15*
2:30 PM	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**2**	**1**	***5***	**0**	**5**	**3**	**0**	*8*
2:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**16**	**4**	**1**	***21***
3:00 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	4	0	0	*4*
3:15 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	13	0	0	*13*
3:30 PM	1	0	3	1	*5*	0	0	0	0	*0*	0	6	0	0	*6*
3:45 PM	0	0	1	1	*2*	0	0	3	1	*4*	0	38	0	0	*38*
4:00 PM	1	0	1	1	*3*	1	0	0	3	*4*	0	19	1	0	*20*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	7	0	0	*7*
4:30 PM	0	0	1	0	*1*	1	0	0	0	*1*	0	12	2	0	*14*
4:45 PM	0	0	1	0	*1*	0	0	1	3	*4*	0	13	0	4	*17*
5:00 PM	0	0	1	0	*1*	1	0	0	1	*2*	0	6	5	4	*15*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	2	*6*
5:30 PM	0	0	1	0	*1*	1	0	1	1	*3*	0	13	0	0	*13*
5:45 PM	0	0	1	0	*1*	0	0	2	1	*3*	0	5	0	1	*6*
Count Total	2	0	14	3	*19*	7	0	10	17	*34*	0	175	21	17	*213*
Peak Hr	**0**	**0**	**3**	**0**	***3***	**3**	**0**	**2**	**6**	***11***	**0**	**35**	**13**	**6**	***54***

EL PASO BLVD
LOVERS LN

Date: Fri, Jun 29, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	0.0%	0.63
WB	-	-
NB	11.8%	0.77
SB	0.0%	0.75
TOTAL	3.1%	0.81

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				0 Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	8	0	4	0	0	0	0	0	2	7	0	0	0	14	5	40	0
6:15 PM	0	3	0	3	0	0	0	0	1	1	4	0	0	0	11	4	27	0
6:30 PM	0	2	0	2	0	0	0	0	0	3	5	0	0	0	20	2	34	0
6:45 PM	0	4	0	4	0	0	0	0	0	1	10	0	0	0	8	2	29	130
Peak Hour	0	17	0	13	0	0	0	0	1	7	26	0	0	0	53	13	130	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	5	0	0	*5*
6:15 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	3	0	1	*4*
6:30 PM	0	0	1	0	*1*	1	0	0	1	*2*	0	4	0	3	*7*
6:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	11	0	3	*14*
Peak Hour	0	0	4	0	*4*	2	0	0	1	*3*	0	23	0	7	*30*

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**14**	**5**	**40**	0
6:15 PM	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**11**	**4**	**27**	0
6:30 PM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**20**	**2**	**34**	0
6:45 PM	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**8**	**2**	**29**	**130**
7:00 PM	0	2	0	4	0	0	0	0	0	0	7	0	0	0	19	3	35	125
7:15 PM	0	1	0	1	0	0	0	0	1	0	7	0	0	0	9	2	21	119
7:30 PM	0	3	0	4	0	0	0	0	0	1	7	0	0	0	10	2	27	112
7:45 PM	0	2	0	1	0	0	0	0	0	1	7	0	0	0	17	0	28	111
8:00 PM	0	1	0	3	0	0	0	0	0	2	4	0	0	0	12	2	24	100
8:15 PM	0	6	0	4	0	0	0	0	0	0	4	0	0	0	17	3	34	113
8:30 PM	0	1	0	3	0	0	0	0	0	1	13	0	0	0	8	3	29	115
8:45 PM	0	1	0	3	0	0	0	0	0	1	5	0	0	0	9	0	19	106
9:00 PM	0	4	0	0	0	0	0	0	0	1	6	0	0	0	9	0	20	102
9:15 PM	0	3	0	2	0	0	0	0	0	0	1	0	0	0	10	3	19	87
9:30 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	8	0	14	72
9:45 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	13	1	18	71
Count Total	0	41	0	40	0	0	0	0	2	15	94	0	0	0	194	32	418	0
Peak Hour	**0**	**17**	**0**	**13**	**0**	**0**	**0**	**0**	**1**	**7**	**26**	**0**	**0**	**0**	**53**	**13**	**130**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

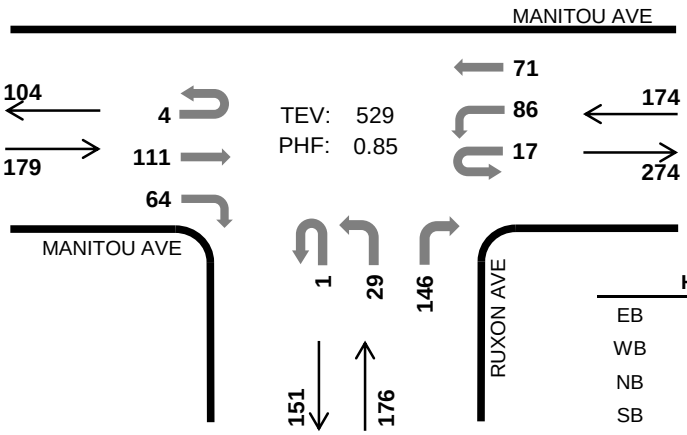
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**0**	*5*
6:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**3**	**0**	**1**	*4*
6:30 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**1**	***2***	**0**	**4**	**0**	**3**	*7*
6:45 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**11**	**0**	**3**	***14***
7:00 PM	0	0	1	0	*1*	2	0	0	0	*2*	0	8	0	0	*8*
7:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	5	2	5	*12*
7:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	4	0	3	*7*
7:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	10	2	2	*14*
8:00 PM	0	0	1	0	*1*	0	0	0	3	*3*	0	14	3	1	*18*
8:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	2	2	*4*
8:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	0	*4*
8:45 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	4	2	2	*8*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	0	*4*
9:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
9:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	6	0	0	*6*
9:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	0	0	*3*
Count Total	0	0	8	0	*8*	4	0	0	5	*9*	0	85	11	24	*120*
Peak Hr	**0**	**0**	**4**	**0**	***4***	**2**	**0**	**0**	**1**	***3***	**0**	**23**	**0**	**7**	***30***

RUXON AVE
MANITOU AVE

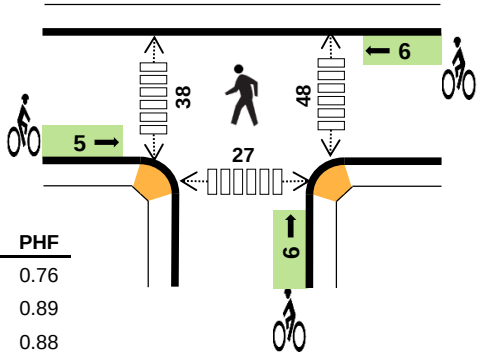
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	0.0%	0.76
WB	2.9%	0.89
NB	1.7%	0.88
SB	-	-
TOTAL	1.5%	0.85



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	23	16	4	16	14	0	0	5	0	32	0	0	0	0	110	0
9:15 AM	0	0	20	10	6	23	20	0	0	9	0	32	0	0	0	0	120	0
9:30 AM	2	0	32	17	2	19	22	0	0	6	0	44	0	0	0	0	144	0
9:45 AM	2	0	36	21	5	28	15	0	1	9	0	38	0	0	0	0	155	529
Peak Hour	4	0	111	64	17	86	71	0	1	29	0	146	0	0	0	0	529	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	1	1	0	*2*	3	0	2	0	*5*	4	12	0	2	*18*
9:15 AM	0	2	0	0	*2*	0	3	2	0	*5*	12	10	0	3	*25*
9:30 AM	0	1	1	0	*2*	0	3	0	0	*3*	11	7	0	9	*27*
9:45 AM	0	1	1	0	*2*	2	0	2	0	*4*	21	9	0	13	*43*
Peak Hour	0	5	3	0	*8*	5	6	6	0	*17*	48	38	0	27	*113*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	8	12	0	30	1	0	1	1	0	5	0	0	0	0	58	0
6:15 AM	0	0	7	13	1	25	1	0	1	0	0	6	0	0	0	0	54	0
6:30 AM	0	0	5	10	2	32	6	0	0	2	0	12	0	0	0	0	69	0
6:45 AM	1	0	6	10	1	28	7	0	0	1	0	15	0	0	0	0	69	250
7:00 AM	1	0	12	14	1	23	9	0	1	3	0	8	0	0	0	0	72	264
7:15 AM	0	0	11	10	3	23	8	0	0	9	0	16	0	0	0	0	80	290
7:30 AM	0	0	23	17	2	24	6	0	1	3	0	20	0	0	0	0	96	317
7:45 AM	0	0	7	17	8	27	14	0	1	3	0	14	0	0	0	0	91	339
8:00 AM	0	0	12	8	2	21	7	0	0	6	0	22	0	0	0	0	78	345
8:15 AM	1	0	21	14	3	22	11	0	0	7	0	16	0	0	0	0	95	360
8:30 AM	0	0	26	15	2	30	13	0	0	7	0	39	0	0	0	0	132	396
8:45 AM	1	0	20	18	2	24	15	0	1	13	0	22	0	0	0	0	116	421
9:00 AM	**0**	**0**	**23**	**16**	**4**	**16**	**14**	**0**	**0**	**5**	**0**	**32**	**0**	**0**	**0**	**0**	**110**	453
9:15 AM	**0**	**0**	**20**	**10**	**6**	**23**	**20**	**0**	**0**	**9**	**0**	**32**	**0**	**0**	**0**	**0**	**120**	478
9:30 AM	**2**	**0**	**32**	**17**	**2**	**19**	**22**	**0**	**0**	**6**	**0**	**44**	**0**	**0**	**0**	**0**	**144**	490
9:45 AM	**2**	**0**	**36**	**21**	**5**	**28**	**15**	**0**	**1**	**9**	**0**	**38**	**0**	**0**	**0**	**0**	**155**	**529**
Count Total	8	0	269	222	44	395	169	0	7	84	0	341	0	0	0	0	1,539	0
Peak Hour	**4**	**0**	**111**	**64**	**17**	**86**	**71**	**0**	**1**	**29**	**0**	**146**	**0**	**0**	**0**	**0**	**529**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

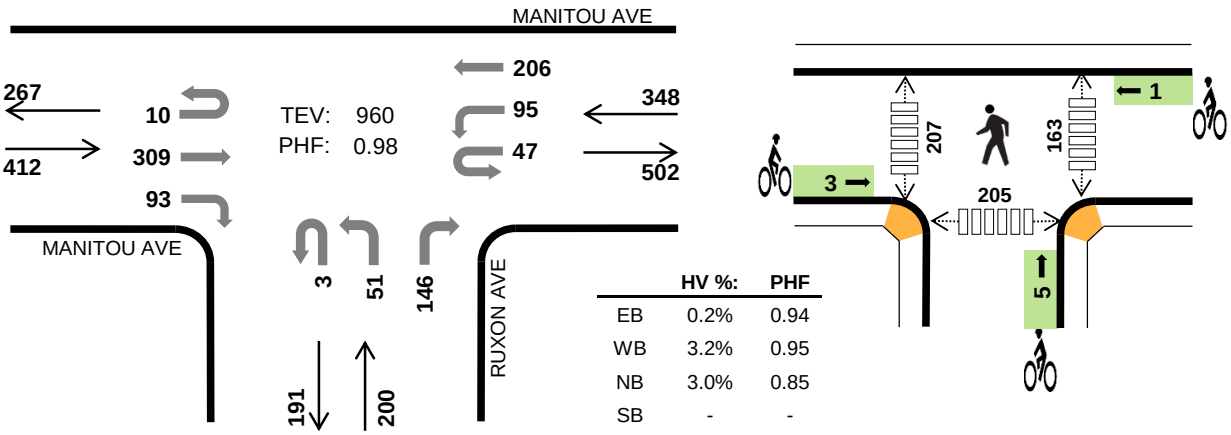
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	1	1	0	1	*3*
6:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	2	4	0	0	*6*
6:30 AM	1	0	1	0	*2*	0	2	0	0	*2*	8	8	0	1	*17*
6:45 AM	0	1	1	0	*2*	0	0	0	0	*0*	4	9	0	4	*17*
7:00 AM	2	1	1	0	*4*	0	0	0	0	*0*	3	4	0	1	*8*
7:15 AM	1	1	0	0	*2*	0	0	1	0	*1*	12	6	0	0	*18*
7:30 AM	0	2	2	0	*4*	0	1	0	0	*1*	9	1	0	6	*16*
7:45 AM	0	2	1	0	*3*	0	0	0	0	*0*	1	7	0	0	*8*
8:00 AM	0	1	1	0	*2*	0	2	3	0	*5*	4	3	0	1	*8*
8:15 AM	3	3	0	0	*6*	0	1	0	0	*1*	6	4	0	1	*11*
8:30 AM	0	2	1	0	*3*	1	1	0	0	*2*	3	10	0	4	*17*
8:45 AM	0	1	1	0	*2*	1	1	2	0	*4*	1	8	0	5	*14*
9:00 AM	**0**	**1**	**1**	**0**	***2***	**3**	**0**	**2**	**0**	***5***	**4**	**12**	**0**	**2**	*18*
9:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**3**	**2**	**0**	***5***	**12**	**10**	**0**	**3**	*25*
9:30 AM	**0**	**1**	**1**	**0**	***2***	**0**	**3**	**0**	**0**	***3***	**11**	**7**	**0**	**9**	*27*
9:45 AM	**0**	**1**	**1**	**0**	***2***	**2**	**0**	**2**	**0**	***4***	**21**	**9**	**0**	**13**	***43***
Count Total	7	21	13	0	*41*	7	14	12	0	*33*	102	103	0	51	*256*
Peak Hr	**0**	**5**	**3**	**0**	***8***	**5**	**6**	**6**	**0**	***17***	**48**	**38**	**0**	**27**	***113***

RUXON AVE
MANITOU AVE

N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:15 PM to 1:15 PM



	HV %:	PHF
EB	0.2%	0.94
WB	3.2%	0.95
NB	3.0%	0.85
SB	-	-
TOTAL	1.9%	0.98

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:15 PM	1	0	75	26	16	33	39	0	1	17	0	38	0	0	0	0	246	0
12:30 PM	3	0	73	19	8	17	62	0	1	15	0	43	0	0	0	0	241	0
12:45 PM	4	0	83	22	17	19	56	0	1	13	0	26	0	0	0	0	241	0
1:00 PM	2	0	78	26	6	26	49	0	0	6	0	39	0	0	0	0	232	960
Peak Hour	10	0	309	93	47	95	206	0	3	51	0	146	0	0	0	0	960	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:15 PM	1	3	1	0	*5*	0	0	0	0	*0*	42	54	0	65	*161*
12:30 PM	0	4	2	0	*6*	2	0	2	0	*4*	46	61	0	36	*143*
12:45 PM	0	3	1	0	*4*	0	0	0	0	*0*	48	53	0	49	*150*
1:00 PM	0	1	2	0	*3*	1	1	3	0	*5*	27	39	0	55	*121*
Peak Hour	1	11	6	0	*18*	3	1	5	0	*9*	163	207	0	205	*575*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	21	14	3	24	15	0	1	11	0	47	0	0	0	0	136	0
10:15 AM	1	0	28	15	8	20	24	0	1	10	0	25	0	0	0	0	132	0
10:30 AM	2	0	52	14	6	26	27	0	0	8	0	38	0	0	0	0	173	0
10:45 AM	1	0	45	29	10	17	30	0	0	8	0	47	0	0	0	0	187	628
11:00 AM	0	0	45	21	11	15	30	0	0	10	0	32	0	0	0	0	164	656
11:15 AM	0	0	50	20	15	24	40	0	1	9	0	36	0	0	0	0	195	719
11:30 AM	2	0	51	17	11	25	38	0	0	14	0	26	0	0	0	0	184	730
11:45 AM	3	0	58	22	15	24	36	0	0	12	0	37	0	0	0	0	207	750
12:00 PM	0	0	51	20	11	20	43	0	1	12	0	45	0	0	0	0	203	789
12:15 PM	**1**	**0**	**75**	**26**	**16**	**33**	**39**	**0**	**1**	**17**	**0**	**38**	**0**	**0**	**0**	**0**	**246**	840
12:30 PM	**3**	**0**	**73**	**19**	**8**	**17**	**62**	**0**	**1**	**15**	**0**	**43**	**0**	**0**	**0**	**0**	**241**	897
12:45 PM	**4**	**0**	**83**	**22**	**17**	**19**	**56**	**0**	**1**	**13**	**0**	**26**	**0**	**0**	**0**	**0**	**241**	931
1:00 PM	**2**	**0**	**78**	**26**	**6**	**26**	**49**	**0**	**0**	**6**	**0**	**39**	**0**	**0**	**0**	**0**	**232**	**960**
1:15 PM	3	0	56	24	12	22	50	0	0	13	0	31	0	0	0	0	211	925
1:30 PM	2	0	63	29	16	21	36	0	0	15	0	34	0	0	0	0	216	900
1:45 PM	1	0	62	25	23	20	48	0	1	14	0	38	0	0	0	0	232	891
Count Total	25	0	891	343	188	353	623	0	8	187	0	582	0	0	0	0	3,200	0
Peak Hour	**10**	**0**	**309**	**93**	**47**	**95**	**206**	**0**	**3**	**51**	**0**	**146**	**0**	**0**	**0**	**0**	**960**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

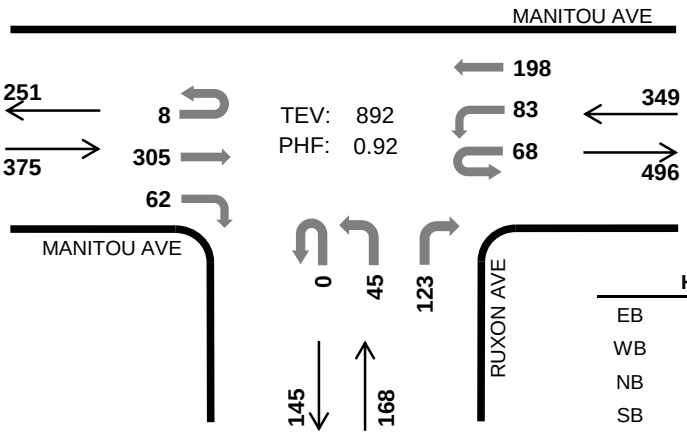
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	2	1	0	*3*	2	0	0	0	*2*	19	25	0	31	*75*
10:15 AM	0	2	0	0	*2*	0	0	0	0	*0*	21	24	0	17	*62*
10:30 AM	2	3	2	0	*7*	5	0	6	0	*11*	13	23	0	18	*54*
10:45 AM	0	2	1	0	*3*	0	2	0	0	*2*	22	53	0	50	*125*
11:00 AM	0	2	3	0	*5*	1	0	1	0	*2*	39	19	0	36	*94*
11:15 AM	0	2	1	0	*3*	0	1	1	0	*2*	27	20	0	24	*71*
11:30 AM	0	3	2	0	*5*	2	1	0	0	*3*	30	49	0	55	*134*
11:45 AM	0	2	1	0	*3*	0	1	0	0	*1*	46	38	0	38	*122*
12:00 PM	0	2	2	0	*4*	1	0	1	0	*2*	43	77	0	60	*180*
12:15 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**42**	**54**	**0**	**65**	*161*
12:30 PM	**0**	**4**	**2**	**0**	***6***	**2**	**0**	**2**	**0**	***4***	**46**	**61**	**0**	**36**	*143*
12:45 PM	**0**	**3**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**48**	**53**	**0**	**49**	*150*
1:00 PM	**0**	**1**	**2**	**0**	***3***	**1**	**1**	**3**	**0**	***5***	**27**	**39**	**0**	**55**	***121***
1:15 PM	0	3	1	0	*4*	0	0	0	0	*0*	50	53	0	66	*169*
1:30 PM	1	2	1	0	*4*	1	0	0	0	*1*	65	52	0	54	*171*
1:45 PM	0	2	2	0	*4*	0	0	0	0	*0*	43	61	0	76	*180*
Count Total	4	38	23	0	*65*	15	6	14	0	*35*	581	701	0	730	*2,012*
Peak Hr	**1**	**11**	**6**	**0**	***18***	**3**	**1**	**5**	**0**	***9***	**163**	**207**	**0**	**205**	***575***

RUXON AVE
MANITOU AVE

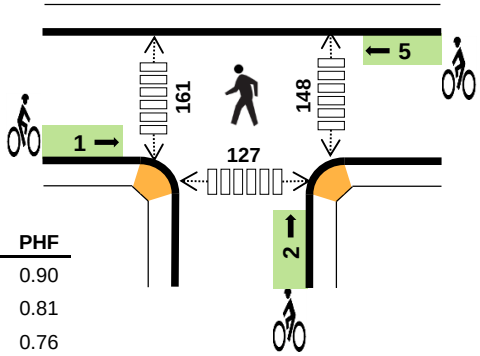
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	0.3%	0.90
WB	2.6%	0.81
NB	3.6%	0.76
SB	-	-
TOTAL	1.8%	0.92



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	1	0	72	22	14	27	48	0	0	10	0	27	0	0	0	0	221	0
3:15 PM	4	0	59	16	18	21	69	0	0	19	0	36	0	0	0	0	242	0
3:30 PM	3	0	88	13	17	19	42	0	0	11	0	33	0	0	0	0	226	0
3:45 PM	0	0	86	11	19	16	39	0	0	5	0	27	0	0	0	0	203	892
Peak Hour	8	0	305	62	68	83	198	0	0	45	0	123	0	0	0	0	892	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	2	1	0	*4*	1	2	1	0	*4*	49	34	0	29	*112*
3:15 PM	0	3	2	0	*5*	0	0	0	0	*0*	27	60	0	46	*133*
3:30 PM	0	2	2	0	*4*	0	3	1	0	*4*	32	32	0	19	*83*
3:45 PM	0	2	1	0	*3*	0	0	0	0	*0*	40	35	0	33	*108*
Peak Hour	1	9	6	0	*16*	1	5	2	0	*8*	148	161	0	127	*436*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	4	0	67	15	13	16	63	0	0	13	0	31	0	0	0	0	222	0
2:15 PM	2	0	89	20	17	18	43	0	0	15	0	27	0	0	0	0	231	0
2:30 PM	1	0	74	20	18	16	49	0	0	12	0	23	0	0	0	0	213	0
2:45 PM	2	0	64	13	8	12	48	0	0	9	0	29	0	0	0	0	185	851
3:00 PM	**1**	**0**	**72**	**22**	**14**	**27**	**48**	**0**	**0**	**10**	**0**	**27**	**0**	**0**	**0**	**0**	**221**	850
3:15 PM	**4**	**0**	**59**	**16**	**18**	**21**	**69**	**0**	**0**	**19**	**0**	**36**	**0**	**0**	**0**	**0**	**242**	861
3:30 PM	**3**	**0**	**88**	**13**	**17**	**19**	**42**	**0**	**0**	**11**	**0**	**33**	**0**	**0**	**0**	**0**	**226**	874
3:45 PM	**0**	**0**	**86**	**11**	**19**	**16**	**39**	**0**	**0**	**5**	**0**	**27**	**0**	**0**	**0**	**0**	**203**	**892**
4:00 PM	2	0	71	13	14	18	37	0	0	10	0	30	0	0	0	0	195	866
4:15 PM	1	0	76	18	18	24	42	0	0	15	0	25	0	0	0	0	219	843
4:30 PM	0	0	75	13	19	20	36	0	0	10	0	20	0	0	0	0	193	810
4:45 PM	1	0	75	17	14	19	29	0	3	7	0	25	0	0	0	0	190	797
5:00 PM	1	0	71	12	11	25	36	0	0	4	0	25	0	0	0	0	185	787
5:15 PM	4	0	68	16	17	17	28	0	0	15	0	29	0	0	0	0	194	762
5:30 PM	0	0	58	13	14	14	28	0	0	9	0	20	0	0	0	0	156	725
5:45 PM	1	0	50	11	19	18	24	0	0	4	0	22	0	0	0	0	149	684
Count Total	27	0	1,143	243	250	300	661	0	3	168	0	429	0	0	0	0	3,224	0
Peak Hour	**8**	**0**	**305**	**62**	**68**	**83**	**198**	**0**	**0**	**45**	**0**	**123**	**0**	**0**	**0**	**0**	**892**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

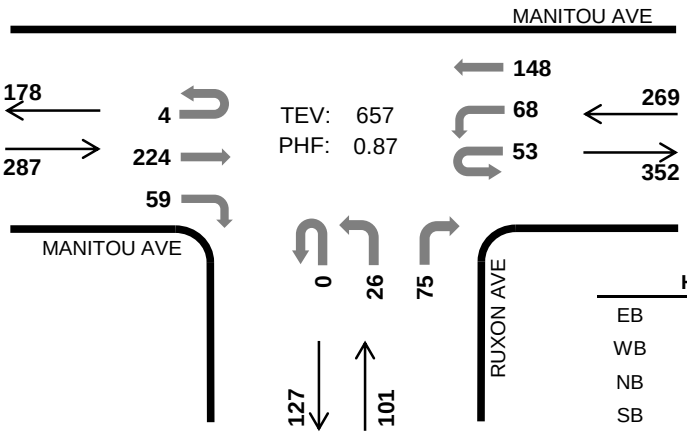
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	1	0	*2*	1	0	0	0	*1*	67	69	0	52	*188*
2:15 PM	1	3	1	0	*5*	0	0	0	0	*0*	34	43	0	51	*128*
2:30 PM	0	2	1	0	*3*	2	3	2	0	*7*	60	58	0	38	*156*
2:45 PM	0	2	2	0	*4*	1	0	5	0	*6*	56	55	0	70	*181*
3:00 PM	**1**	**2**	**1**	**0**	***4***	**1**	**2**	**1**	**0**	***4***	**49**	**34**	**0**	**29**	*112*
3:15 PM	**0**	**3**	**2**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**27**	**60**	**0**	**46**	*133*
3:30 PM	**0**	**2**	**2**	**0**	***4***	**0**	**3**	**1**	**0**	***4***	**32**	**32**	**0**	**19**	*83*
3:45 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**40**	**35**	**0**	**33**	***108***
4:00 PM	0	2	2	0	*4*	0	0	0	0	*0*	46	77	0	35	*158*
4:15 PM	1	3	1	0	*5*	0	0	1	0	*1*	42	32	0	14	*88*
4:30 PM	0	2	2	0	*4*	0	0	0	0	*0*	25	55	0	45	*125*
4:45 PM	0	2	1	0	*3*	0	0	0	0	*0*	42	21	0	39	*102*
5:00 PM	0	3	2	0	*5*	0	0	0	0	*0*	40	40	0	20	*100*
5:15 PM	1	2	1	0	*4*	0	0	3	0	*3*	37	38	0	44	*119*
5:30 PM	1	5	2	0	*8*	3	0	0	0	*3*	38	37	0	27	*102*
5:45 PM	0	2	2	0	*4*	0	0	0	0	*0*	30	30	0	28	*88*
Count Total	5	38	24	0	*67*	8	8	13	0	*29*	665	716	0	590	*1,971*
Peak Hr	**1**	**9**	**6**	**0**	***16***	**1**	**5**	**2**	**0**	***8***	**148**	**161**	**0**	**127**	***436***

RUXON AVE
MANITOU AVE

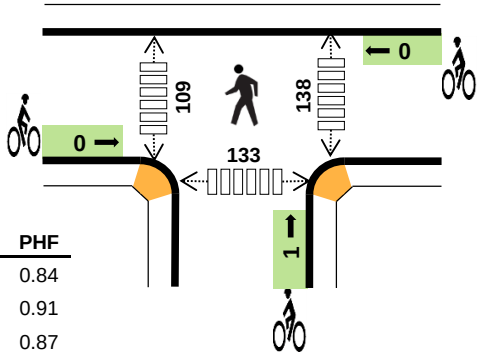
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	0.0%	0.84
WB	4.1%	0.91
NB	5.9%	0.87
SB	-	-
TOTAL	2.6%	0.87



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				RUXON AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	1	0	64	20	12	18	44	0	0	8	0	21	0	0	0	0	188	0
6:15 PM	2	0	56	15	15	19	34	0	0	5	0	20	0	0	0	0	166	0
6:30 PM	0	0	59	11	16	14	37	0	0	5	0	13	0	0	0	0	155	0
6:45 PM	1	0	45	13	10	17	33	0	0	8	0	21	0	0	0	0	148	657
Peak Hour	4	0	224	59	53	68	148	0	0	26	0	75	0	0	0	0	657	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	0	4	1	0	*5*	0	0	1	0	*1*	35	22	0	31	*88*
6:15 PM	0	2	2	0	*4*	0	0	0	0	*0*	46	28	0	38	*112*
6:30 PM	0	3	1	0	*4*	0	0	0	0	*0*	24	15	0	22	*61*
6:45 PM	0	2	2	0	*4*	0	0	0	0	*0*	33	44	0	42	*119*
Peak Hour	0	11	6	0	*17*	0	0	1	0	*1*	138	109	0	133	*380*

Four-Hour Count Summaries

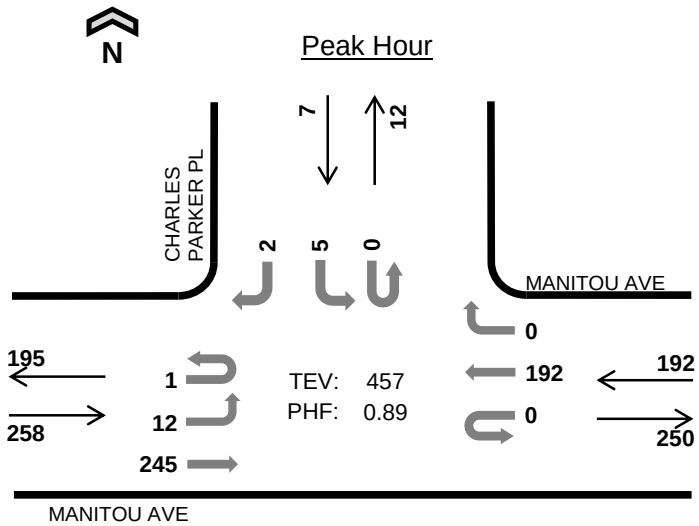
Interval Start	MANITOU AVE				MANITOU AVE				RUXON AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**1**	**0**	**64**	**20**	**12**	**18**	**44**	**0**	**0**	**8**	**0**	**21**	**0**	**0**	**0**	**0**	**188**	0
6:15 PM	**2**	**0**	**56**	**15**	**15**	**19**	**34**	**0**	**0**	**5**	**0**	**20**	**0**	**0**	**0**	**0**	**166**	0
6:30 PM	**0**	**0**	**59**	**11**	**16**	**14**	**37**	**0**	**0**	**5**	**0**	**13**	**0**	**0**	**0**	**0**	**155**	0
6:45 PM	**1**	**0**	**45**	**13**	**10**	**17**	**33**	**0**	**0**	**8**	**0**	**21**	**0**	**0**	**0**	**0**	**148**	**657**
7:00 PM	0	0	53	8	23	16	34	0	0	4	0	12	0	0	0	0	150	619
7:15 PM	0	0	44	15	14	8	24	0	0	5	0	17	0	0	0	0	127	580
7:30 PM	0	0	44	13	16	24	35	0	0	6	0	20	0	0	0	0	158	583
7:45 PM	2	0	51	18	14	14	32	0	0	5	0	19	0	0	0	0	155	590
8:00 PM	4	0	40	14	14	13	23	0	0	5	0	22	0	0	0	0	135	575
8:15 PM	2	0	51	7	11	9	20	0	0	1	0	22	0	0	0	0	123	571
8:30 PM	1	0	41	3	15	10	12	0	0	1	0	14	0	0	0	0	97	510
8:45 PM	2	0	29	5	9	5	17	0	0	3	0	11	0	0	0	0	81	436
9:00 PM	0	0	38	4	11	8	22	0	0	2	0	11	0	0	0	0	96	397
9:15 PM	1	0	33	8	11	7	22	0	0	0	0	8	0	0	0	0	90	364
9:30 PM	0	0	25	2	12	9	19	0	0	2	0	4	0	0	0	0	73	340
9:45 PM	0	0	22	3	11	7	13	0	0	5	0	21	0	0	0	0	82	341
Count Total	16	0	695	159	214	198	421	0	0	65	0	256	0	0	0	0	2,024	0
Peak Hour	**4**	**0**	**224**	**59**	**53**	**68**	**148**	**0**	**0**	**26**	**0**	**75**	**0**	**0**	**0**	**0**	**657**	**0**

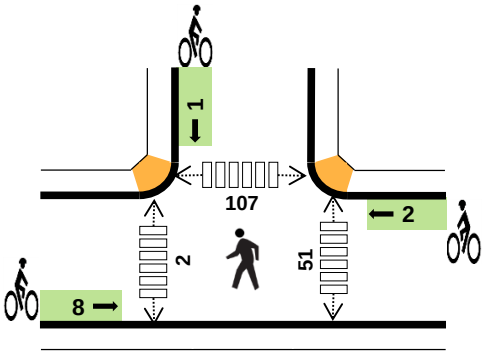
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**0**	**4**	**1**	**0**	***5***	**0**	**0**	**1**	**0**	***1***	**35**	**22**	**0**	**31**	*88*
6:15 PM	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**46**	**28**	**0**	**38**	*112*
6:30 PM	**0**	**3**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**24**	**15**	**0**	**22**	*61*
6:45 PM	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**33**	**44**	**0**	**42**	***119***
7:00 PM	0	2	1	0	*3*	0	0	0	0	*0*	38	63	0	48	*149*
7:15 PM	0	2	2	0	*4*	1	0	0	0	*1*	40	29	0	17	*86*
7:30 PM	0	2	1	0	*3*	0	0	0	0	*0*	21	48	0	45	*114*
7:45 PM	0	2	1	0	*3*	1	0	0	0	*1*	53	20	0	50	*123*
8:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	38	30	0	28	*96*
8:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	17	20	0	17	*54*
8:30 PM	0	1	0	0	*1*	1	0	0	0	*1*	28	41	0	23	*92*
8:45 PM	0	1	0	0	*1*	1	0	1	0	*2*	14	11	0	5	*30*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	14	19	0	7	*40*
9:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	11	20	0	6	*37*
9:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	18	15	0	3	*36*
9:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	16	7	0	12	*35*
Count Total	0	25	11	0	*36*	4	0	2	0	*6*	446	432	0	394	*1,272*
Peak Hr	**0**	**11**	**6**	**0**	***17***	**0**	**0**	**1**	**0**	***1***	**138**	**109**	**0**	**133**	***380***

CHARLES PARKER PL
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	2.3%	0.86
WB	3.6%	0.87
NB	-	-
SB	14.3%	0.44
TOTAL	3.1%	0.89

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	52	0	0	0	42	0	0	0	0	0	0	0	0	1	95	0
9:15 AM	0	7	52	0	0	0	46	0	0	0	0	0	0	3	0	1	109	0
9:30 AM	0	2	73	0	0	0	49	0	0	0	0	0	0	1	0	0	125	0
9:45 AM	1	3	68	0	0	0	55	0	0	0	0	0	0	1	0	0	128	457
Peak Hour	1	12	245	0	0	0	192	0	0	0	0	0	0	5	0	2	457	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	3	0	0	*4*	4	0	0	0	*4*	6	0	22	0	*28*
9:15 AM	1	1	0	1	*3*	1	0	0	1	*2*	11	0	27	0	*38*
9:30 AM	2	2	0	0	*4*	0	2	0	0	*2*	9	0	22	0	*31*
9:45 AM	2	1	0	0	*3*	3	0	0	0	*3*	25	2	36	0	*63*
Peak Hour	6	7	0	1	*14*	8	2	0	1	*11*	51	2	107	0	*160*

Four-Hour Count Summaries

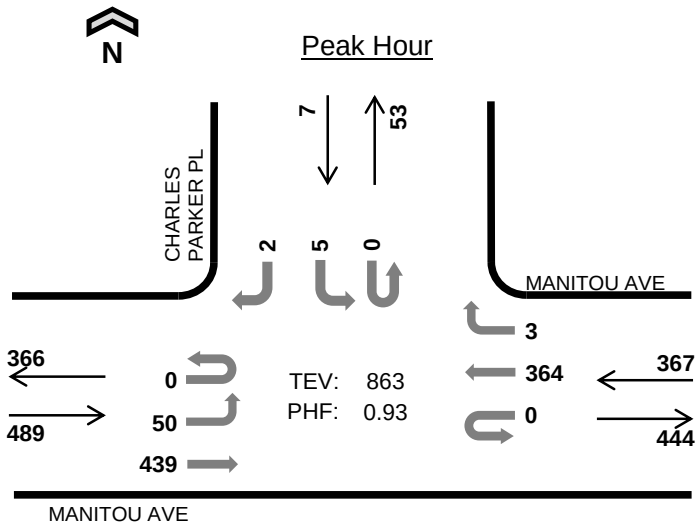
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	10	0	0	0	34	0	0	0	0	0	0	0	0	0	44	0
6:15 AM	0	2	13	0	0	0	28	0	0	0	0	0	0	1	0	0	44	0
6:30 AM	0	0	17	0	0	0	41	0	0	0	0	0	0	0	0	0	58	0
6:45 AM	0	1	27	0	0	0	35	0	0	0	0	0	0	1	0	0	64	210
7:00 AM	0	0	22	0	0	0	36	0	0	0	0	0	0	0	0	0	58	224
7:15 AM	0	3	32	0	0	0	37	0	0	0	0	0	0	0	0	0	72	252
7:30 AM	0	4	42	0	0	0	34	0	0	0	0	0	0	0	0	0	80	274
7:45 AM	0	3	29	0	1	0	55	0	0	0	0	0	0	1	0	1	90	300
8:00 AM	1	0	46	0	0	0	29	0	0	0	0	0	0	0	0	0	76	318
8:15 AM	0	2	42	0	0	0	44	0	0	0	0	0	0	0	0	0	88	334
8:30 AM	0	2	70	0	0	0	55	0	0	0	0	0	0	1	0	0	128	382
8:45 AM	0	3	45	0	0	0	48	0	0	0	0	0	0	2	0	1	99	391
9:00 AM	**0**	**0**	**52**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**95**	410
9:15 AM	**0**	**7**	**52**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**109**	431
9:30 AM	**0**	**2**	**73**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**125**	428
9:45 AM	**1**	**3**	**68**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**128**	**457**
Count Total	2	32	640	0	1	0	668	0	0	0	0	0	0	11	0	4	1,358	0
Peak Hour	**1**	**12**	**245**	**0**	**0**	**0**	**192**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**457**	**0**

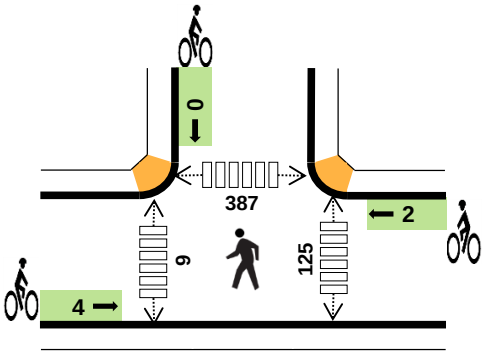
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	6	0	*6*
6:15 AM	0	1	0	0	*1*	0	1	0	0	*1*	0	0	5	0	*5*
6:30 AM	1	1	0	0	*2*	0	2	0	0	*2*	0	1	3	0	*4*
6:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	6	0	*7*
7:00 AM	3	2	0	0	*5*	0	0	0	0	*0*	5	0	11	0	*16*
7:15 AM	0	2	0	0	*2*	1	0	0	0	*1*	1	2	11	0	*14*
7:30 AM	2	3	0	0	*5*	0	0	0	0	*0*	1	2	8	0	*11*
7:45 AM	3	1	0	0	*4*	0	0	0	0	*0*	4	0	14	0	*18*
8:00 AM	2	1	0	0	*3*	2	2	0	0	*4*	0	0	8	0	*8*
8:15 AM	3	3	0	0	*6*	1	1	0	0	*2*	2	0	27	0	*29*
8:30 AM	2	2	0	0	*4*	1	1	0	0	*2*	6	0	9	0	*15*
8:45 AM	2	1	0	0	*3*	1	0	0	0	*1*	9	1	14	0	*24*
9:00 AM	**1**	**3**	**0**	**0**	***4***	**4**	**0**	**0**	**0**	***4***	**6**	**0**	**22**	**0**	*28*
9:15 AM	**1**	**1**	**0**	**1**	***3***	**1**	**0**	**0**	**1**	***2***	**11**	**0**	**27**	**0**	*38*
9:30 AM	**2**	**2**	**0**	**0**	***4***	**0**	**2**	**0**	**0**	***2***	**9**	**0**	**22**	**0**	*31*
9:45 AM	**2**	**1**	**0**	**0**	***3***	**3**	**0**	**0**	**0**	***3***	**25**	**2**	**36**	**0**	***63***
Count Total	26	25	0	1	*52*	14	9	0	1	*24*	80	8	229	0	*317*
Peak Hr	**6**	**7**	**0**	**1**	***14***	**8**	**2**	**0**	**1**	***11***	**51**	**2**	**107**	**0**	***160***

CHARLES PARKER PL
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:15 PM to 1:15 PM





	HV %:	PHF
EB	2.0%	0.89
WB	2.2%	0.91
NB	-	-
SB	0.0%	0.58
TOTAL	2.1%	0.93

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:15 PM	0	12	109	0	0	0	92	0	0	0	0	0	0	0	0	0	213	0
12:30 PM	0	6	106	0	0	0	99	2	0	0	0	0	0	2	0	0	215	0
12:45 PM	0	14	123	0	0	0	93	0	0	0	0	0	0	2	0	0	232	0
1:00 PM	0	18	101	0	0	0	80	1	0	0	0	0	0	1	0	2	203	863
Peak Hour	0	50	439	0	0	0	364	3	0	0	0	0	0	5	0	2	863	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	23	4	79	0	*106*
12:30 PM	4	3	0	0	*7*	1	1	0	0	*2*	26	5	98	0	*129*
12:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	40	0	126	0	*166*
1:00 PM	2	1	0	0	*3*	3	1	0	0	*4*	36	0	84	0	*120*
Peak Hour	10	8	0	0	*18*	4	2	0	0	*6*	125	9	387	0	*521*

Four-Hour Count Summaries

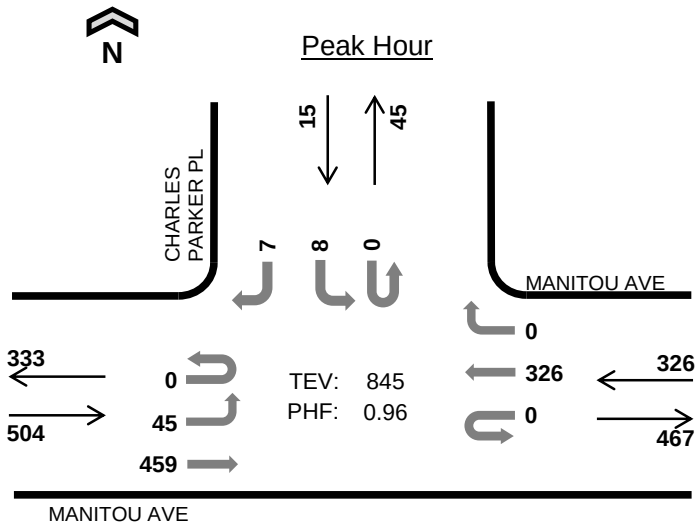
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	5	68	0	0	0	58	0	0	0	0	0	0	2	0	2	135	0
10:15 AM	0	3	54	0	1	0	55	0	0	0	0	0	0	0	0	0	113	0
10:30 AM	1	5	89	0	0	0	60	0	0	0	0	0	0	1	0	2	158	0
10:45 AM	0	7	90	0	0	0	64	1	0	0	0	0	0	1	0	1	164	570
11:00 AM	0	7	85	0	0	0	61	0	0	0	0	0	0	0	0	2	155	590
11:15 AM	0	11	93	0	0	0	79	1	0	0	0	0	0	3	0	0	187	664
11:30 AM	0	12	73	0	0	0	77	0	0	0	0	0	0	4	0	1	167	673
11:45 AM	1	6	105	0	0	0	82	2	0	0	0	0	0	2	0	1	199	708
12:00 PM	0	15	98	0	0	0	86	2	0	0	0	0	0	0	0	1	202	755
12:15 PM	**0**	**12**	**109**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**213**	781
12:30 PM	**0**	**6**	**106**	**0**	**0**	**0**	**99**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**215**	829
12:45 PM	**0**	**14**	**123**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**232**	862
1:00 PM	**0**	**18**	**101**	**0**	**0**	**0**	**80**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**203**	**863**
1:15 PM	0	9	91	0	0	0	88	1	0	0	0	0	0	4	0	2	195	845
1:30 PM	0	5	112	0	0	0	88	4	0	0	0	0	0	2	0	3	214	844
1:45 PM	0	12	115	0	0	0	90	0	0	0	0	0	0	4	0	4	225	837
Count Total	2	147	1,512	0	1	0	1,252	14	0	0	0	0	0	28	0	21	2,977	0
Peak Hour	**0**	**50**	**439**	**0**	**0**	**0**	**364**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**863**	**0**

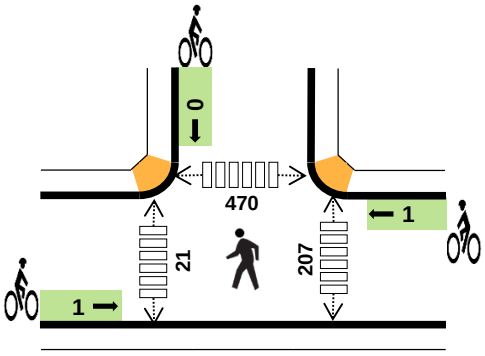
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	0	0	*4*	3	0	0	0	*3*	9	2	43	0	*54*
10:15 AM	1	2	0	0	*3*	0	1	0	0	*1*	3	5	44	0	*52*
10:30 AM	4	3	0	0	*7*	4	0	0	0	*4*	6	0	43	0	*49*
10:45 AM	1	2	0	0	*3*	2	2	0	0	*4*	13	2	56	0	*71*
11:00 AM	2	3	0	0	*5*	2	0	0	0	*2*	10	3	46	0	*59*
11:15 AM	2	2	0	0	*4*	3	0	0	0	*3*	9	2	54	0	*65*
11:30 AM	4	3	0	0	*7*	1	0	0	1	*2*	27	7	104	0	*138*
11:45 AM	2	3	0	0	*5*	0	1	0	0	*1*	39	11	81	0	*131*
12:00 PM	2	2	0	0	*4*	2	0	0	0	*2*	24	7	148	0	*179*
12:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**23**	**4**	**79**	**0**	*106*
12:30 PM	**4**	**3**	**0**	**0**	***7***	**1**	**1**	**0**	**0**	***2***	**26**	**5**	**98**	**0**	*129*
12:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**40**	**0**	**126**	**0**	*166*
1:00 PM	**2**	**1**	**0**	**0**	***3***	**3**	**1**	**0**	**0**	***4***	**36**	**0**	**84**	**0**	***120***
1:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	27	4	100	0	*131*
1:30 PM	3	2	0	0	*5*	2	0	0	0	*2*	32	10	148	0	*190*
1:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	56	9	126	0	*191*
Count Total	37	37	0	0	*74*	23	6	0	1	*30*	380	71	1,380	0	*1,831*
Peak Hr	**10**	**8**	**0**	**0**	***18***	**4**	**2**	**0**	**0**	***6***	**125**	**9**	**387**	**0**	***521***

CHARLES PARKER PL
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV %:	PHF
EB	1.8%	0.91
WB	3.1%	0.86
NB	-	-
SB	0.0%	0.63
TOTAL	2.2%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM	0	5	104	0	0	0	95	0	0	0	0	0	0	0	0	2	206	0
3:30 PM	0	17	122	0	0	0	79	0	0	0	0	0	0	1	0	2	221	0
3:45 PM	0	13	114	0	0	0	76	0	0	0	0	0	0	2	0	2	207	0
4:00 PM	0	10	119	0	0	0	76	0	0	0	0	0	0	5	0	1	211	845
Peak Hour	0	45	459	0	0	0	326	0	0	0	0	0	0	8	0	7	845	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	41	2	123	0	*166*
3:30 PM	4	2	0	0	*6*	1	1	0	0	*2*	40	14	124	0	*178*
3:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	92	0	116	0	*208*
4:00 PM	2	3	0	0	*5*	0	0	0	0	*0*	34	5	107	0	*146*
Peak Hour	9	10	0	0	*19*	1	1	0	0	*2*	207	21	470	0	*698*

Four-Hour Count Summaries

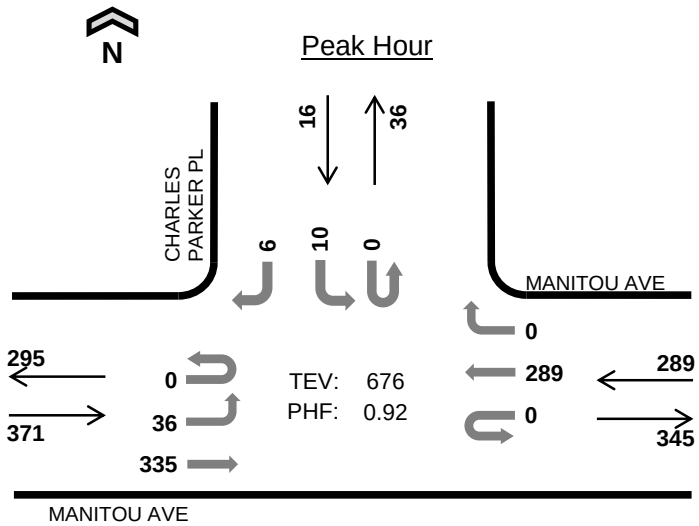
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	7	95	0	0	0	100	2	0	0	0	0	0	1	0	1	206	0
2:15 PM	0	14	110	0	0	0	72	1	0	0	0	0	0	1	0	1	199	0
2:30 PM	0	14	104	0	0	0	78	2	0	0	0	0	0	0	0	1	199	0
2:45 PM	0	12	95	0	0	0	78	2	0	0	0	0	0	0	0	5	192	796
3:00 PM	0	9	96	0	0	0	91	1	0	0	0	0	0	1	0	2	200	790
3:15 PM	**0**	**5**	**104**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**206**	797
3:30 PM	**0**	**17**	**122**	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**221**	819
3:45 PM	**0**	**13**	**114**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**207**	834
4:00 PM	**0**	**10**	**119**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**211**	**845**
4:15 PM	0	10	106	0	0	0	79	0	0	0	0	0	0	1	0	1	197	836
4:30 PM	0	9	112	0	0	0	80	1	0	0	0	0	0	0	0	1	203	818
4:45 PM	0	11	113	0	0	0	58	1	0	0	0	0	0	1	0	1	185	796
5:00 PM	0	6	94	0	0	0	79	0	0	0	0	0	0	0	0	4	183	768
5:15 PM	0	10	115	0	0	0	60	2	0	0	0	0	0	2	0	1	190	761
5:30 PM	0	10	93	0	0	0	62	0	0	0	0	0	0	1	0	3	169	727
5:45 PM	1	4	78	0	1	0	71	0	0	0	0	0	0	1	0	4	160	702
Count Total	1	161	1,670	0	1	0	1,234	12	0	0	0	0	0	17	0	32	3,128	0
Peak Hour	**0**	**45**	**459**	**0**	**0**	**0**	**326**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**7**	**845**	**0**

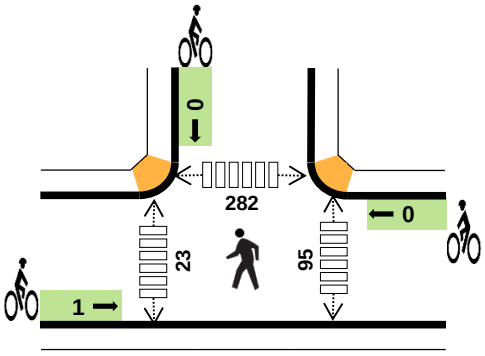
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	2	0	0	*4*	3	3	0	0	*6*	42	10	167	0	*219*
2:15 PM	3	2	0	0	*5*	1	0	0	0	*1*	51	4	151	0	*206*
2:30 PM	2	2	0	0	*4*	2	0	0	0	*2*	59	3	178	0	*240*
2:45 PM	2	2	0	0	*4*	5	1	0	0	*6*	57	11	130	0	*198*
3:00 PM	3	2	0	0	*5*	2	3	0	0	*5*	68	3	156	0	*227*
3:15 PM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**41**	**2**	**123**	**0**	*166*
3:30 PM	**4**	**2**	**0**	**0**	***6***	**1**	**1**	**0**	**0**	***2***	**40**	**14**	**124**	**0**	*178*
3:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**92**	**0**	**116**	**0**	*208*
4:00 PM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**34**	**5**	**107**	**0**	***146***
4:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	44	6	154	0	*204*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	20	2	83	0	*105*
4:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	20	3	98	0	*121*
5:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	34	1	93	0	*128*
5:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	19	3	72	0	*94*
5:30 PM	5	3	0	3	*11*	0	0	0	0	*0*	22	1	63	0	*86*
5:45 PM	2	2	0	1	*5*	0	0	0	0	*0*	23	3	65	0	*91*
Count Total	42	36	0	4	*82*	14	8	0	0	*22*	666	71	1,880	0	*2,617*
Peak Hr	**9**	**10**	**0**	**0**	***19***	**1**	**1**	**0**	**0**	***2***	**207**	**21**	**470**	**0**	***698***

CHARLES PARKER PL
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	2.7%	0.92
WB	3.5%	0.91
NB	-	-
SB	0.0%	0.80
TOTAL	3.0%	0.92

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				CHARLES PARKER PL Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	11	90	0	0	0	78	0	0	0	0	0	0	3	0	1	183	0
6:15 PM	0	10	86	0	0	0	64	0	0	0	0	0	0	2	0	2	164	0
6:30 PM	0	7	84	0	0	0	68	0	0	0	0	0	0	3	0	2	164	0
6:45 PM	0	8	75	0	0	0	79	0	0	0	0	0	0	2	0	1	165	676
Peak Hour	0	36	335	0	0	0	289	0	0	0	0	0	0	10	0	6	676	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	2	3	0	0	*5*	1	0	0	0	*1*	18	8	75	0	*101*
6:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	24	8	78	0	*110*
6:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	24	2	71	0	*97*
6:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	29	5	58	0	*92*
Peak Hour	10	10	0	0	*20*	1	0	0	0	*1*	95	23	282	0	*400*

Four-Hour Count Summaries

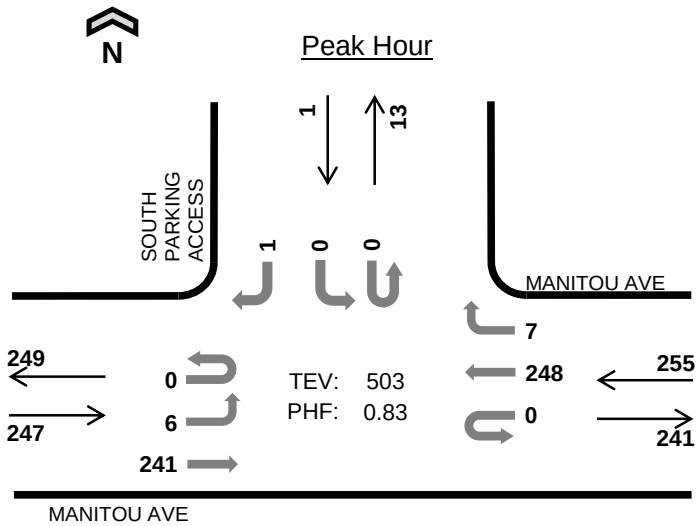
Interval Start	MANITOU AVE				MANITOU AVE				0				CHARLES PARKER PL				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**11**	**90**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**183**	0
6:15 PM	**0**	**10**	**86**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**164**	0
6:30 PM	**0**	**7**	**84**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**164**	0
6:45 PM	**0**	**8**	**75**	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**165**	**676**
7:00 PM	0	13	73	0	0	0	61	0	0	0	0	0	0	1	0	1	149	642
7:15 PM	0	3	76	0	0	0	62	0	0	0	0	0	0	2	0	2	145	623
7:30 PM	1	11	73	0	0	0	66	2	0	0	0	0	0	1	0	1	155	614
7:45 PM	0	8	72	0	0	0	65	0	0	0	0	0	0	2	0	3	150	599
8:00 PM	0	3	75	0	0	0	45	0	0	0	0	0	0	3	0	0	126	576
8:15 PM	0	9	73	0	0	0	44	0	0	0	0	0	0	2	0	1	129	560
8:30 PM	0	8	64	0	0	0	42	0	0	0	0	0	0	2	0	0	116	521
8:45 PM	0	3	49	0	0	0	38	0	0	0	0	0	0	4	0	1	95	466
9:00 PM	1	1	64	0	0	0	41	0	0	0	0	0	0	4	0	1	112	452
9:15 PM	0	2	55	0	0	0	41	0	0	0	0	0	0	3	0	3	104	427
9:30 PM	0	2	42	0	1	0	36	1	0	0	0	0	0	2	0	1	85	396
9:45 PM	1	2	54	0	0	0	36	0	0	0	0	0	0	3	0	1	97	398
Count Total	3	101	1,105	0	1	0	866	3	0	0	0	0	0	39	0	21	2,139	0
Peak Hour	**0**	**36**	**335**	**0**	**0**	**0**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**6**	**676**	**0**

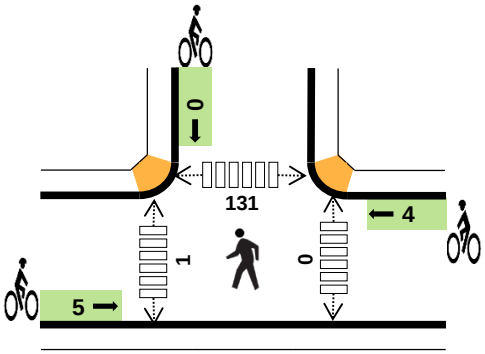
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**2**	**3**	**0**	**0**	***5***	**1**	**0**	**0**	**0**	***1***	**18**	**8**	**75**	**0**	*101*
6:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**24**	**8**	**78**	**0**	*110*
6:30 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**24**	**2**	**71**	**0**	*97*
6:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**29**	**5**	**58**	**0**	***92***
7:00 PM	3	2	0	0	*5*	3	0	0	0	*3*	17	0	111	0	*128*
7:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	32	6	75	0	*113*
7:30 PM	3	2	0	0	*5*	0	1	0	0	*1*	37	6	95	0	*138*
7:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	9	5	99	0	*113*
8:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	23	3	123	0	*149*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	27	0	80	0	*107*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	12	3	55	0	*70*
8:45 PM	0	1	0	0	*1*	1	0	0	0	*1*	3	8	29	0	*40*
9:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	6	0	55	0	*61*
9:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	9	0	52	0	*61*
9:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	4	0	23	0	*27*
9:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	2	0	31	0	*33*
Count Total	26	24	0	0	*50*	6	1	0	0	*7*	276	54	1,110	0	*1,440*
Peak Hr	**10**	**10**	**0**	**0**	***20***	**1**	**0**	**0**	**0**	***1***	**95**	**23**	**282**	**0**	***400***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	2.8%	0.88
WB	3.1%	0.78
NB	-	-
SB	0.0%	0.25
TOTAL	3.0%	0.83

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	2	50	0	0	0	51	2	0	0	0	0	0	0	0	0	105	0
9:15 AM	0	3	52	0	0	0	56	1	0	0	0	0	0	0	0	1	113	0
9:30 AM	0	0	70	0	0	0	60	3	0	0	0	0	0	0	0	0	133	0
9:45 AM	0	1	69	0	0	0	81	1	0	0	0	0	0	0	0	0	152	503
Peak Hour	0	6	241	0	0	0	248	7	0	0	0	0	0	0	0	1	503	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	3	0	0	*4*	1	0	0	0	*1*	0	0	29	0	*29*
9:15 AM	2	1	0	0	*3*	1	0	0	0	*1*	0	0	30	0	*30*
9:30 AM	2	2	0	0	*4*	0	3	0	0	*3*	0	0	27	0	*27*
9:45 AM	2	2	0	0	*4*	3	1	0	0	*4*	0	1	45	0	*46*
Peak Hour	7	8	0	0	*15*	5	4	0	0	*9*	0	1	131	0	*132*

Four-Hour Count Summaries

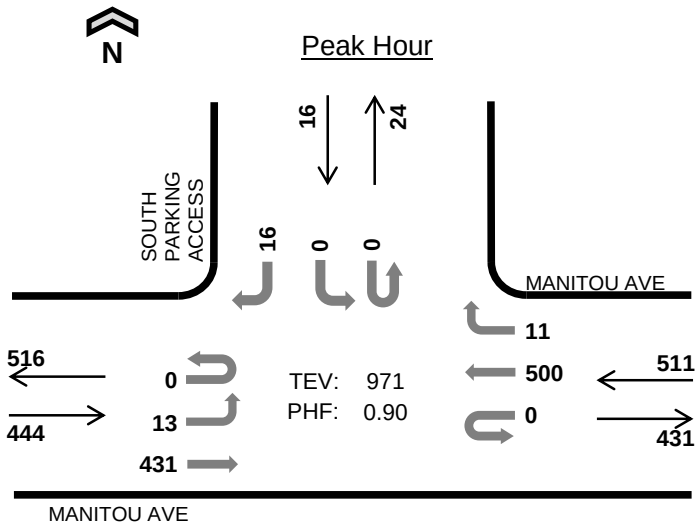
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	10	0	0	0	34	1	0	0	0	0	0	0	0	1	46	0
6:15 AM	0	0	14	0	0	0	37	0	0	0	0	0	0	0	0	0	51	0
6:30 AM	0	1	16	0	0	0	41	0	0	0	0	0	0	0	0	0	58	0
6:45 AM	0	0	29	0	0	0	44	0	0	0	0	0	0	0	0	0	73	228
7:00 AM	0	0	22	0	0	0	41	0	0	0	0	0	0	0	0	1	64	246
7:15 AM	0	0	32	0	0	0	41	0	0	0	0	0	0	0	0	0	73	268
7:30 AM	0	0	43	0	0	0	39	0	0	0	0	0	0	0	0	0	82	292
7:45 AM	0	1	34	0	0	0	62	0	0	0	0	0	0	0	0	0	97	316
8:00 AM	0	0	43	0	0	0	41	0	0	0	0	0	0	1	0	0	85	337
8:15 AM	0	0	47	0	0	0	50	0	0	0	0	0	0	0	0	0	97	361
8:30 AM	0	1	72	0	0	0	70	0	0	0	0	0	0	0	0	0	143	422
8:45 AM	0	0	47	0	0	0	60	0	0	0	0	0	0	0	0	0	107	432
9:00 AM	**0**	**2**	**50**	**0**	**0**	**0**	**51**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**	452
9:15 AM	**0**	**3**	**52**	**0**	**0**	**0**	**56**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**113**	468
9:30 AM	**0**	**0**	**70**	**0**	**0**	**0**	**60**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	458
9:45 AM	**0**	**1**	**69**	**0**	**0**	**0**	**81**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152**	**503**
Count Total	0	9	650	0	0	0	808	8	0	0	0	0	0	1	0	3	1,479	0
Peak Hour	**0**	**6**	**241**	**0**	**0**	**0**	**248**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**503**	**0**

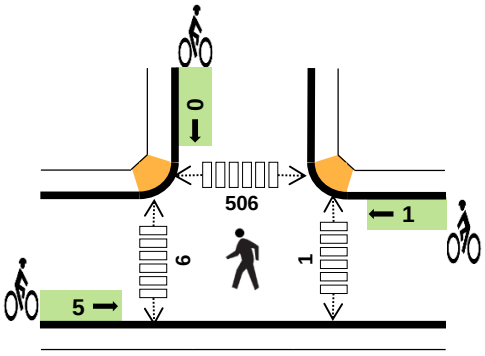
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	5	0	*5*
6:15 AM	0	2	0	0	*2*	0	1	0	0	*1*	0	0	5	0	*5*
6:30 AM	1	2	0	0	*3*	0	2	0	0	*2*	0	0	6	0	*6*
6:45 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	12	0	*12*
7:00 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	14	0	*14*
7:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	12	0	*12*
7:30 AM	2	2	0	0	*4*	0	2	0	0	*2*	0	1	13	0	*14*
7:45 AM	3	2	0	0	*5*	2	0	0	0	*2*	0	3	22	0	*25*
8:00 AM	2	2	0	0	*4*	2	2	0	0	*4*	0	0	5	0	*5*
8:15 AM	3	3	0	0	*6*	1	1	0	0	*2*	0	0	25	0	*25*
8:30 AM	2	2	0	0	*4*	1	1	0	0	*2*	0	0	13	0	*13*
8:45 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	22	0	*22*
9:00 AM	**1**	**3**	**0**	**0**	***4***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**29**	**0**	*29*
9:15 AM	**2**	**1**	**0**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**30**	**0**	*30*
9:30 AM	**2**	**2**	**0**	**0**	***4***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**27**	**0**	*27*
9:45 AM	**2**	**2**	**0**	**0**	***4***	**3**	**1**	**0**	**0**	***4***	**0**	**1**	**45**	**0**	***46***
Count Total	27	31	0	0	*58*	11	13	0	0	*24*	0	5	285	0	*290*
Peak Hr	**7**	**8**	**0**	**0**	***15***	**5**	**4**	**0**	**0**	***9***	**0**	**1**	**131**	**0**	***132***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:00 PM to 1:00 PM





	HV %:	PHF
EB	2.3%	0.86
WB	2.0%	0.90
NB	-	-
SB	0.0%	0.50
TOTAL	2.1%	0.90

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	4	92	0	0	0	126	3	0	0	0	0	0	0	0	4	229	0
12:15 PM	0	1	113	0	0	0	106	0	0	0	0	0	0	0	0	0	220	0
12:30 PM	0	0	105	0	0	0	137	5	0	0	0	0	0	0	0	4	251	0
12:45 PM	0	8	121	0	0	0	131	3	0	0	0	0	0	0	0	8	271	971
Peak Hour	0	13	431	0	0	0	500	11	0	0	0	0	0	0	0	16	971	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	2	3	0	0	*5*	4	0	0	0	*4*	0	2	123	0	*125*
12:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	124	0	*124*
12:30 PM	3	3	0	0	*6*	1	1	0	0	*2*	0	2	128	0	*130*
12:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	1	2	131	0	*134*
Peak Hour	10	10	0	0	*20*	5	1	0	0	*6*	1	6	506	0	*513*

Four-Hour Count Summaries

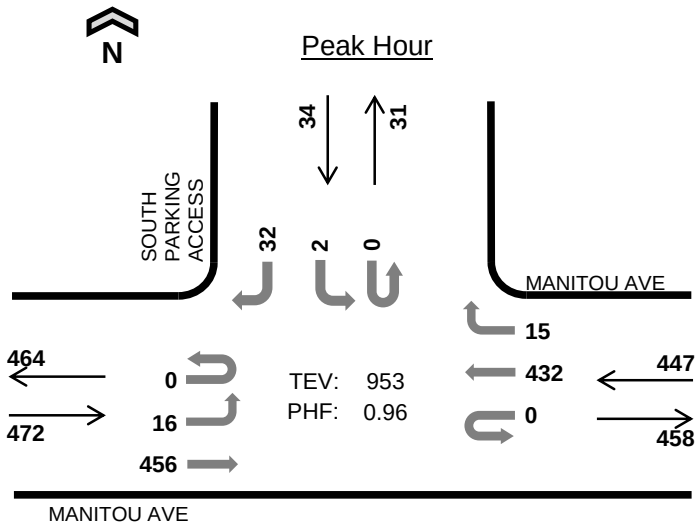
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	72	0	0	0	92	6	0	0	0	0	0	0	0	0	170	0
10:15 AM	0	1	56	0	0	0	75	7	0	0	0	0	0	0	0	0	139	0
10:30 AM	0	4	85	0	0	0	88	5	0	0	0	0	0	0	0	0	182	0
10:45 AM	0	10	82	0	0	0	86	4	0	0	0	0	0	0	0	3	185	676
11:00 AM	0	7	78	0	0	0	81	10	0	0	0	0	0	0	0	2	178	684
11:15 AM	0	5	96	0	0	0	105	7	0	0	0	0	0	0	0	1	214	759
11:30 AM	0	5	68	0	0	0	111	6	0	0	0	0	0	0	0	2	192	769
11:45 AM	0	1	112	0	0	0	126	7	0	0	0	0	0	0	0	2	248	832
12:00 PM	**0**	**4**	**92**	**0**	**0**	**0**	**126**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**229**	883
12:15 PM	**0**	**1**	**113**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	889
12:30 PM	**0**	**0**	**105**	**0**	**0**	**0**	**137**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**251**	948
12:45 PM	**0**	**8**	**121**	**0**	**0**	**0**	**131**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**271**	**971**
1:00 PM	0	0	106	0	0	0	101	1	0	0	0	0	0	0	0	2	210	952
1:15 PM	0	5	91	0	0	0	102	6	0	0	0	0	0	0	0	7	211	943
1:30 PM	0	0	112	0	0	0	130	0	0	0	0	0	0	0	0	3	245	937
1:45 PM	0	4	115	0	0	0	129	5	0	0	0	0	0	0	0	4	257	923
Count Total	0	55	1,504	0	0	0	1,726	75	0	0	0	0	0	0	0	42	3,402	0
Peak Hour	**0**	**13**	**431**	**0**	**0**	**0**	**500**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**971**	**0**

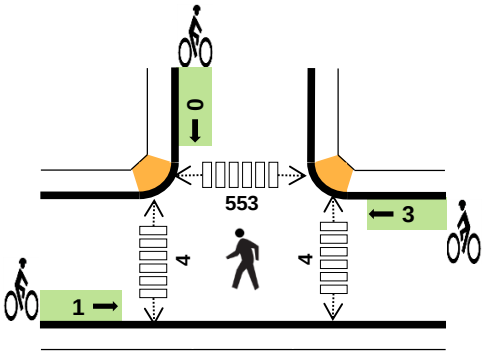
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	0	0	*4*	3	0	0	0	*3*	1	2	58	0	*61*
10:15 AM	1	2	0	0	*3*	0	0	0	1	*1*	0	2	78	0	*80*
10:30 AM	5	4	0	0	*9*	4	0	0	1	*5*	0	3	64	0	*67*
10:45 AM	2	3	0	0	*5*	1	3	0	0	*4*	0	0	73	0	*73*
11:00 AM	2	4	0	0	*6*	3	0	0	0	*3*	0	4	79	0	*83*
11:15 AM	2	1	0	0	*3*	2	0	0	0	*2*	0	0	74	0	*74*
11:30 AM	5	3	0	0	*8*	2	0	0	0	*2*	0	2	107	0	*109*
11:45 AM	2	4	0	0	*6*	0	0	0	0	*0*	0	1	100	0	*101*
12:00 PM	**2**	**3**	**0**	**0**	***5***	**4**	**0**	**0**	**0**	***4***	**0**	**2**	**123**	**0**	*125*
12:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**124**	**0**	*124*
12:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**1**	**0**	**0**	***2***	**0**	**2**	**128**	**0**	*130*
12:45 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**131**	**0**	***134***
1:00 PM	2	2	0	0	*4*	2	0	0	1	*3*	0	0	136	0	*136*
1:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	155	0	*155*
1:30 PM	3	1	0	0	*4*	1	0	0	0	*1*	0	0	126	0	*126*
1:45 PM	2	2	0	0	*4*	1	0	0	0	*1*	0	0	142	0	*142*
Count Total	41	40	0	0	*81*	24	4	0	3	*31*	2	20	1,698	0	*1,720*
Peak Hr	**10**	**10**	**0**	**0**	***20***	**5**	**1**	**0**	**0**	***6***	**1**	**6**	**506**	**0**	***513***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV %:	PHF
EB	1.9%	0.92
WB	2.5%	0.95
NB	-	-
SB	0.0%	0.65
TOTAL	2.1%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM	0	3	101	0	0	0	116	2	0	0	0	0	0	0	0	10	232	0
3:30 PM	0	2	122	0	0	0	107	2	0	0	0	0	0	0	0	3	236	0
3:45 PM	0	4	112	0	0	0	106	6	0	0	0	0	0	0	0	8	236	0
4:00 PM	0	7	121	0	0	0	103	5	0	0	0	0	0	2	0	11	249	953
Peak Hour	0	16	456	0	0	0	432	15	0	0	0	0	0	2	0	32	953	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	2	124	0	*126*
3:30 PM	3	3	0	0	*6*	1	2	0	0	*3*	0	0	117	0	*117*
3:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	174	0	*174*
4:00 PM	2	4	0	0	*6*	0	1	0	0	*1*	4	2	138	0	*144*
Peak Hour	9	11	0	0	*20*	1	3	0	0	*4*	4	4	553	0	*561*

Four-Hour Count Summaries

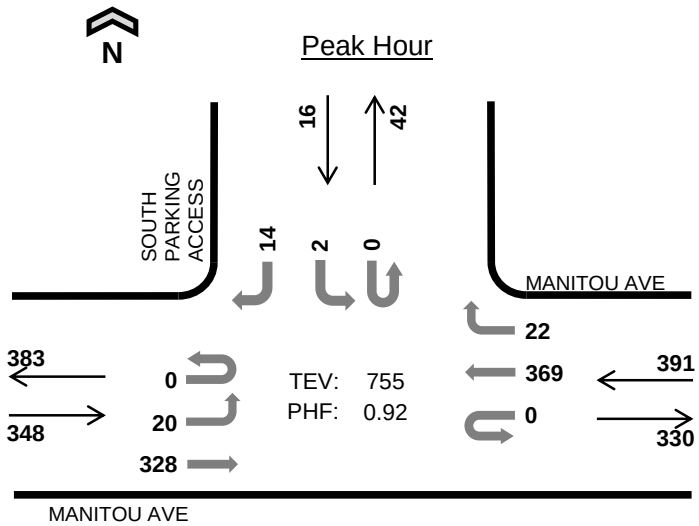
Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	95	0	0	0	129	9	0	0	0	0	0	0	0	1	237	0
2:15 PM	0	3	113	0	0	0	102	5	0	0	0	0	0	0	0	5	228	0
2:30 PM	0	4	102	0	0	0	104	9	0	0	0	0	0	0	0	3	222	0
2:45 PM	0	0	94	0	0	0	106	3	0	0	0	0	0	0	0	4	207	894
3:00 PM	0	7	92	0	0	0	119	3	0	0	0	0	0	0	0	4	225	882
3:15 PM	**0**	**3**	**101**	**0**	**0**	**0**	**116**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**232**	886
3:30 PM	**0**	**2**	**122**	**0**	**0**	**0**	**107**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**236**	900
3:45 PM	**0**	**4**	**112**	**0**	**0**	**0**	**106**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**236**	929
4:00 PM	**0**	**7**	**121**	**0**	**0**	**0**	**103**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**11**	**249**	**953**
4:15 PM	0	7	105	0	0	0	106	5	0	0	0	0	0	0	0	2	225	946
4:30 PM	0	2	106	0	0	0	100	4	0	0	0	0	0	1	0	4	217	927
4:45 PM	0	6	115	0	0	0	95	8	0	0	0	0	0	4	0	3	231	922
5:00 PM	0	2	94	0	0	0	102	8	0	0	0	0	0	1	0	3	210	883
5:15 PM	0	5	113	0	0	0	75	4	0	0	0	0	0	0	0	6	203	861
5:30 PM	0	1	88	0	0	0	71	4	0	0	0	0	0	1	0	3	168	812
5:45 PM	0	4	70	0	0	0	101	2	0	0	0	0	0	0	0	1	178	759
Count Total	0	60	1,643	0	0	0	1,642	79	0	0	0	0	0	9	0	71	3,504	0
Peak Hour	**0**	**16**	**456**	**0**	**0**	**0**	**432**	**15**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**32**	**953**	**0**

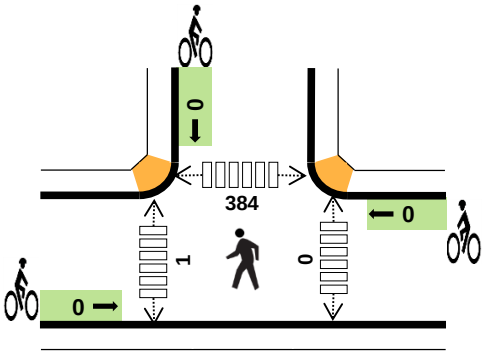
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	2	0	0	*4*	0	3	0	0	*3*	0	0	149	0	*149*
2:15 PM	3	2	0	0	*5*	1	0	0	0	*1*	1	0	196	0	*197*
2:30 PM	2	3	0	0	*5*	2	1	0	0	*3*	0	0	162	0	*162*
2:45 PM	2	2	0	0	*4*	1	1	0	0	*2*	0	1	181	0	*182*
3:00 PM	3	2	0	0	*5*	2	2	0	0	*4*	0	3	182	0	*185*
3:15 PM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**124**	**0**	*126*
3:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**117**	**0**	*117*
3:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**174**	**0**	*174*
4:00 PM	**2**	**4**	**0**	**0**	***6***	**0**	**1**	**0**	**0**	***1***	**4**	**2**	**138**	**0**	***144***
4:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	149	0	*149*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	103	0	*103*
4:45 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	2	119	0	*121*
5:00 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	112	0	*112*
5:15 PM	3	1	0	0	*4*	1	0	0	0	*1*	0	0	79	0	*79*
5:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	2	35	0	*37*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	3	70	0	*73*
Count Total	39	38	0	0	*77*	8	10	0	0	*18*	5	15	2,090	0	*2,110*
Peak Hr	**9**	**11**	**0**	**0**	***20***	**1**	**3**	**0**	**0**	***4***	**4**	**4**	**553**	**0**	***561***

SOUTH PARKING ACCESS
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	2.9%	0.91
WB	2.6%	0.95
NB	-	-
SB	0.0%	0.67
TOTAL	2.6%	0.92

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				0 Northbound				SOUTH PARKING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	4	92	0	0	0	98	5	0	0	0	0	0	0	0	6	205	0
6:15 PM	0	7	81	0	0	0	89	5	0	0	0	0	0	1	0	2	185	0
6:30 PM	0	5	84	0	0	0	85	6	0	0	0	0	0	1	0	3	184	0
6:45 PM	0	4	71	0	0	0	97	6	0	0	0	0	0	0	0	3	181	755
Peak Hour	0	20	328	0	0	0	369	22	0	0	0	0	0	2	0	14	755	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	1	75	0	*76*
6:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	92	0	*92*
6:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	107	0	*107*
6:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	110	0	*110*
Peak Hour	10	10	0	0	*20*	0	0	0	0	*0*	0	1	384	0	*385*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				0				SOUTH PARKING ACCESS				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**4**	**92**	**0**	**0**	**0**	**98**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**205**	0
6:15 PM	**0**	**7**	**81**	**0**	**0**	**0**	**89**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**185**	0
6:30 PM	**0**	**5**	**84**	**0**	**0**	**0**	**85**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**184**	0
6:45 PM	**0**	**4**	**71**	**0**	**0**	**0**	**97**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**181**	**755**
7:00 PM	0	1	80	0	0	0	79	5	0	0	0	0	0	2	0	7	174	724
7:15 PM	0	6	76	0	0	0	74	2	0	0	0	0	0	3	0	6	167	706
7:30 PM	0	8	68	0	0	0	86	6	0	0	0	0	0	0	0	3	171	693
7:45 PM	0	4	73	0	0	0	87	1	0	0	0	0	0	0	0	7	172	684
8:00 PM	0	0	82	0	0	0	62	1	0	0	0	0	0	0	0	4	149	659
8:15 PM	0	0	78	0	0	0	64	7	0	0	0	0	0	2	0	2	153	645
8:30 PM	0	1	67	0	0	0	45	1	0	0	0	0	0	0	0	2	116	590
8:45 PM	0	0	61	0	0	0	53	1	0	0	0	0	0	1	0	3	119	537
9:00 PM	0	1	62	0	0	0	50	0	0	0	0	0	0	2	0	2	117	505
9:15 PM	0	1	63	0	0	0	49	2	0	0	0	0	0	3	0	6	124	476
9:30 PM	0	0	46	0	0	0	39	0	0	0	0	0	0	2	0	3	90	450
9:45 PM	0	0	60	0	0	0	42	1	0	0	0	0	0	1	0	3	107	438
Count Total	0	42	1,144	0	0	0	1,099	49	0	0	0	0	0	18	0	62	2,414	0
Peak Hour	**0**	**20**	**328**	**0**	**0**	**0**	**369**	**22**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**14**	**755**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

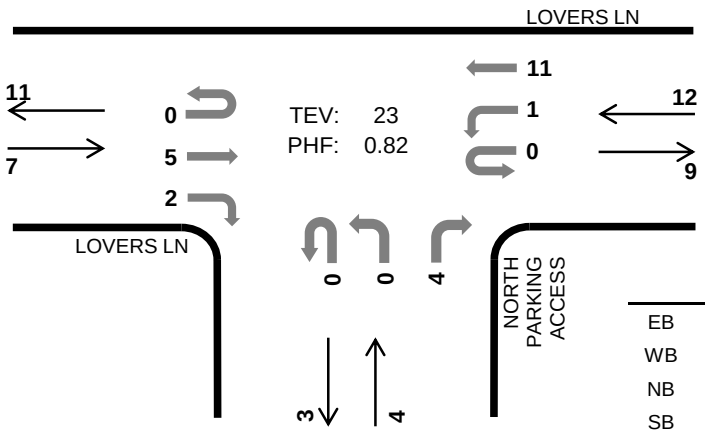
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**75**	**0**	*76*
6:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**92**	**0**	*92*
6:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**107**	**0**	*107*
6:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**110**	**0**	***110***
7:00 PM	3	2	0	0	*5*	1	0	0	0	*1*	0	2	109	0	*111*
7:15 PM	2	3	0	0	*5*	2	0	0	0	*2*	0	4	56	0	*60*
7:30 PM	3	1	0	0	*4*	0	1	0	0	*1*	2	0	93	0	*95*
7:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	2	103	0	*105*
8:00 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	90	0	*90*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	84	0	*84*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	96	0	*96*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	56	0	*56*
9:00 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	1	48	0	*49*
9:15 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	3	53	0	*56*
9:30 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	2	18	0	*20*
9:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	2	18	0	*20*
Count Total	26	24	0	0	*50*	6	3	0	0	*9*	2	17	1,208	0	*1,227*
Peak Hr	**10**	**10**	**0**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**384**	**0**	***385***

NORTH PARKING ACCESS
LOVERS LN

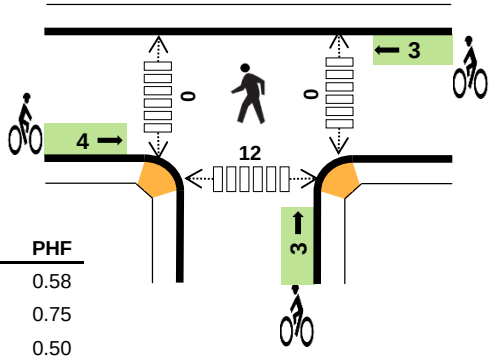
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	0.0%	0.58
WB	0.0%	0.75
NB	0.0%	0.50
SB	-	-
TOTAL	0.0%	0.82



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	5	0
9:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
9:30 AM	0	0	1	1	0	0	2	0	0	0	0	1	0	0	0	0	5	0
9:45 AM	0	0	1	1	0	1	3	0	0	0	0	1	0	0	0	0	7	23
Peak Hour	0	0	5	2	0	1	11	0	0	0	0	4	0	0	0	0	23	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	0	0	0	*0*	2	1	1	0	*4*	0	0	0	2	*2*
9:15 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	1	*1*
9:30 AM	0	0	0	0	*0*	1	0	1	0	*2*	0	0	0	4	*4*
9:45 AM	0	0	0	0	*0*	1	1	1	0	*3*	0	0	0	5	*5*
Peak Hour	0	0	0	0	*0*	4	3	3	0	*10*	0	0	0	12	*12*

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
7:45 AM	0	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	5	8
8:00 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	11
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	12
8:30 AM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	15
8:45 AM	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	5	15
9:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	17
9:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	20
9:30 AM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	21
9:45 AM	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**23**
Count Total	0	0	13	3	0	3	22	0	0	2	0	7	0	0	0	0	50	0
Peak Hour	**0**	**0**	**5**	**2**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**23**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

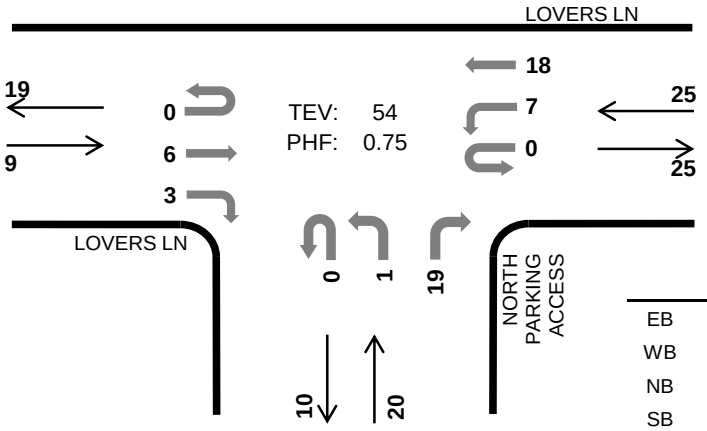
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	0	0	*0*	2	0	0	0	*2*	0	0	0	1	*1*
7:00 AM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	1	*1*
7:15 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	3	*3*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	0	5	0	0	*5*	0	0	0	2	*2*
8:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	2	0	2	*4*
8:15 AM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	2	*2*
8:30 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	3	*3*
8:45 AM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	2	*2*
9:00 AM	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**0**	***4***	**0**	**0**	**0**	**2**	*2*
9:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
9:30 AM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**4**	*4*
9:45 AM	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**5**	***5***
Count Total	0	0	0	0	*0*	10	14	3	0	*27*	0	2	0	28	*30*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**4**	**3**	**3**	**0**	***10***	**0**	**0**	**0**	**12**	***12***

NORTH PARKING ACCESS
LOVERS LN

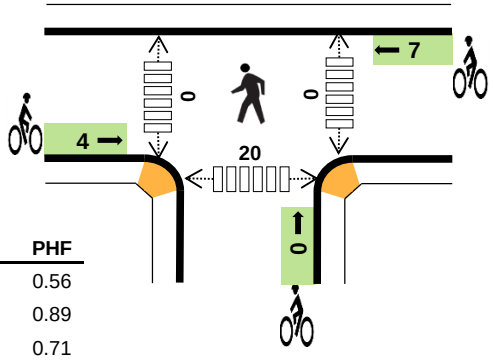
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 11:45 AM to 12:45 PM



	HV %:	PHF
EB	0.0%	0.56
WB	0.0%	0.89
NB	0.0%	0.71
SB	-	-
TOTAL	0.0%	0.75



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:45 AM	0	0	1	3	0	0	7	0	0	0	0	7	0	0	0	0	18	0
12:00 PM	0	0	1	0	0	2	3	0	0	0	0	5	0	0	0	0	11	0
12:15 PM	0	0	3	0	0	4	3	0	0	0	0	1	0	0	0	0	11	0
12:30 PM	0	0	1	0	0	1	5	0	0	1	0	6	0	0	0	0	14	54
Peak Hour	0	0	6	3	0	7	18	0	0	1	0	19	0	0	0	0	54	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	3	*3*
12:00 PM	0	0	0	0	*0*	3	4	0	0	*7*	0	0	0	7	*7*
12:15 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	4	*4*
12:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	6	*6*
Peak Hour	0	0	0	0	*0*	4	7	0	0	*11*	0	0	0	20	*20*

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

Four-Hour Count Summaries

Interval Start	LOVERS LN				LOVERS LN				NORTH PARKING ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	3	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
10:30 AM	0	0	1	0	0	1	2	0	0	0	0	3	0	0	0	0	7	0
10:45 AM	0	0	1	0	0	1	0	0	0	1	0	2	0	0	0	0	5	16
11:00 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	18
11:15 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	25
11:30 AM	0	0	1	0	0	1	7	0	0	1	0	0	0	0	0	0	10	28
11:45 AM	**0**	**0**	**1**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**18**	41
12:00 PM	**0**	**0**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**11**	47
12:15 PM	**0**	**0**	**3**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	50
12:30 PM	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**14**	**54**
12:45 PM	0	0	3	1	0	2	3	0	0	0	0	1	0	0	0	0	10	46
1:00 PM	0	0	0	0	0	2	5	0	0	1	0	4	0	0	0	0	12	47
1:15 PM	0	0	2	0	0	2	3	0	0	0	0	3	0	0	0	0	10	46
1:30 PM	0	0	4	1	0	2	8	0	0	0	0	2	0	0	0	0	17	49
1:45 PM	0	0	1	0	0	0	4	0	0	2	0	7	0	0	0	0	14	53
Count Total	0	0	24	5	0	20	59	0	0	6	0	42	0	0	0	0	156	0
Peak Hour	**0**	**0**	**6**	**3**	**0**	**7**	**18**	**0**	**0**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**54**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

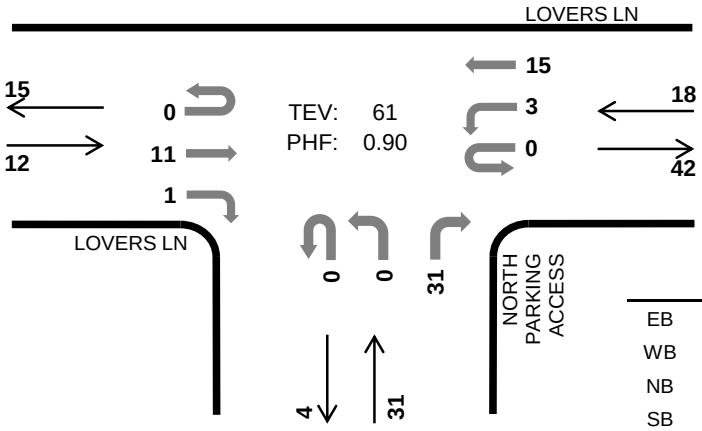
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	1	*1*
10:15 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	3	*3*
10:30 AM	0	0	0	0	*0*	0	3	1	0	*4*	0	0	0	0	*0*
10:45 AM	0	0	0	0	*0*	3	6	2	0	*11*	0	0	0	4	*4*
11:00 AM	0	0	0	0	*0*	3	0	0	0	*3*	0	0	0	11	*11*
11:15 AM	0	0	0	0	*0*	0	1	1	0	*2*	1	0	0	3	*4*
11:30 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	2	*2*
11:45 AM	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**3**	*3*
12:00 PM	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**0**	**0**	***7***	**0**	**0**	**0**	**7**	*7*
12:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**4**	*4*
12:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**6**	***6***
12:45 PM	0	0	0	0	*0*	1	3	0	0	*4*	0	0	0	2	*2*
1:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	0	*0*
1:15 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	2	*2*
1:30 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	6	*6*
1:45 PM	0	0	0	0	*0*	1	2	0	0	*3*	0	0	0	2	*2*
Count Total	0	0	0	0	*0*	14	25	5	0	*44*	1	0	0	56	*57*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**4**	**7**	**0**	**0**	***11***	**0**	**0**	**0**	**20**	***20***

NORTH PARKING ACCESS
LOVERS LN

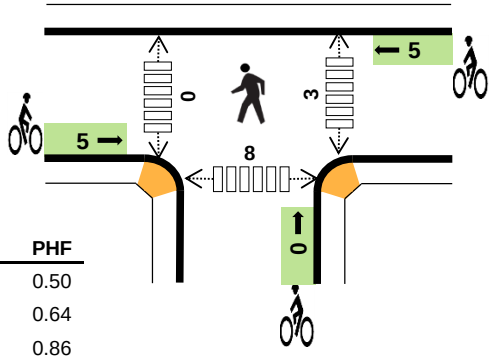
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.0%	0.50
WB	0.0%	0.64
NB	0.0%	0.86
SB	-	-
TOTAL	0.0%	0.90



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:15 PM	0	0	2	1	0	1	6	0	0	0	0	6	0	0	0	0	16	0
2:30 PM	0	0	6	0	0	0	2	0	0	0	0	9	0	0	0	0	17	0
2:45 PM	0	0	2	0	0	1	4	0	0	0	0	7	0	0	0	0	14	0
3:00 PM	0	0	1	0	0	1	3	0	0	0	0	9	0	0	0	0	14	61
Peak Hour	0	0	11	1	0	3	15	0	0	0	0	31	0	0	0	0	61	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:15 PM	0	0	0	0	*0*	0	3	0	0	*3*	0	0	0	1	*1*
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	2	*3*
2:45 PM	0	0	0	0	*0*	4	2	0	0	*6*	0	0	0	5	*5*
3:00 PM	0	0	0	0	*0*	1	0	0	0	*1*	2	0	0	0	*2*
Peak Hour	0	0	0	0	*0*	5	5	0	0	*10*	3	0	0	8	*11*

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	0	0	0	2	0	0	0	0	8	0	0	0	0	13	0
2:15 PM	**0**	**0**	**2**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**16**	0
2:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**17**	0
2:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**14**	60
3:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**14**	**61**
3:15 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3	48
3:30 PM	0	0	1	2	0	0	8	0	0	1	0	2	0	0	0	0	14	45
3:45 PM	0	0	4	0	0	0	4	0	0	2	0	8	0	0	0	0	18	49
4:00 PM	0	0	1	1	0	0	2	0	0	0	0	7	0	0	0	0	11	46
4:15 PM	0	0	3	0	0	1	5	0	0	1	0	5	0	0	0	0	15	58
4:30 PM	0	0	3	0	0	1	3	0	0	1	0	7	0	0	0	0	15	59
4:45 PM	0	0	5	2	0	1	5	0	0	1	0	2	0	0	0	0	16	57
5:00 PM	0	0	1	0	0	0	3	0	0	1	0	3	0	0	0	0	8	54
5:15 PM	0	0	2	0	0	0	2	0	0	1	0	4	0	0	0	0	9	48
5:30 PM	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	12	45
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	5	0	0	0	0	9	38
Count Total	0	0	37	6	0	6	57	0	0	9	0	89	0	0	0	0	204	0
Peak Hour	**0**	**0**	**11**	**1**	**0**	**3**	**15**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**61**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

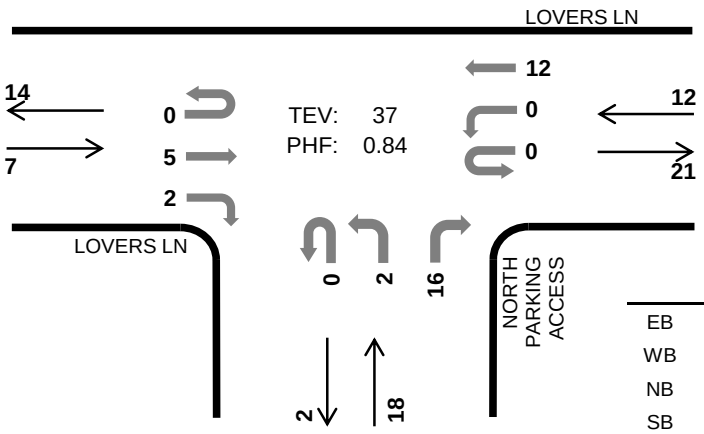
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	2	*2*
2:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**1**	*1*
2:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**2**	*3*
2:45 PM	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**5**	*5*
3:00 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***
3:15 PM	0	0	0	0	*0*	2	0	0	0	*2*	0	0	0	4	*4*
3:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
3:45 PM	0	0	0	0	*0*	0	2	0	0	*2*	0	3	0	7	*10*
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	1	*2*
4:15 PM	0	0	0	0	*0*	0	0	2	0	*2*	0	0	0	1	*1*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	8	*8*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	4	*4*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	0	0	0	0	*0*	8	9	2	0	*19*	3	4	0	40	*47*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**5**	**5**	**0**	**0**	***10***	**3**	**0**	**0**	**8**	***11***

NORTH PARKING ACCESS
LOVERS LN

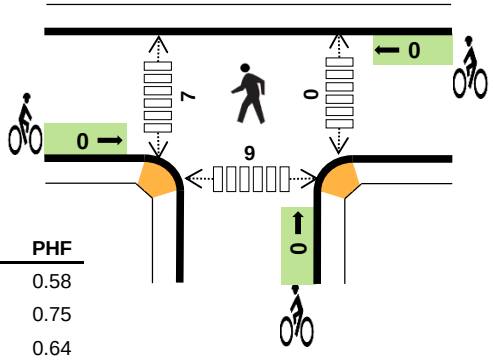
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	0.0%	0.58
WB	0.0%	0.75
NB	0.0%	0.64
SB	-	-
TOTAL	0.0%	0.84



Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	0	1	1	0	0	4	0	0	0	0	3	0	0	0	0	9	0
6:15 PM	0	0	3	0	0	0	4	0	0	1	0	3	0	0	0	0	11	0
6:30 PM	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	6	0
6:45 PM	0	0	1	0	0	0	3	0	0	0	0	7	0	0	0	0	11	37
Peak Hour	0	0	5	2	0	0	12	0	0	2	0	16	0	0	0	0	37	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	7	0	1	*8*
6:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	6	*6*
6:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	0	0	0	0	*0*	0	0	0	0	*0*	0	7	0	9	*16*

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				LOVERS LN Westbound				NORTH PARKING ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**9**	0
6:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**11**	0
6:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**6**	0
6:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**11**	**37**
7:00 PM	0	0	0	0	0	0	3	0	0	1	0	2	0	0	0	0	6	34
7:15 PM	0	0	0	1	0	0	3	0	0	0	0	2	0	0	0	0	6	29
7:30 PM	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	7	30
7:45 PM	1	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	6	25
8:00 PM	0	0	2	0	0	0	1	0	0	0	0	4	0	0	0	0	7	26
8:15 PM	1	0	2	0	0	1	2	0	0	1	0	2	0	0	0	0	9	29
8:30 PM	1	0	2	1	0	0	0	0	0	0	0	5	0	0	0	0	9	31
8:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	27
9:00 PM	0	0	1	0	0	0	3	0	0	1	0	4	0	0	0	0	9	29
9:15 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	5	25
9:30 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	20
9:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	19
Count Total	3	0	17	5	0	1	28	0	0	8	0	46	0	0	0	0	108	0
Peak Hour	**0**	**0**	**5**	**2**	**0**	**0**	**12**	**0**	**0**	**2**	**0**	**16**	**0**	**0**	**0**	**0**	**37**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

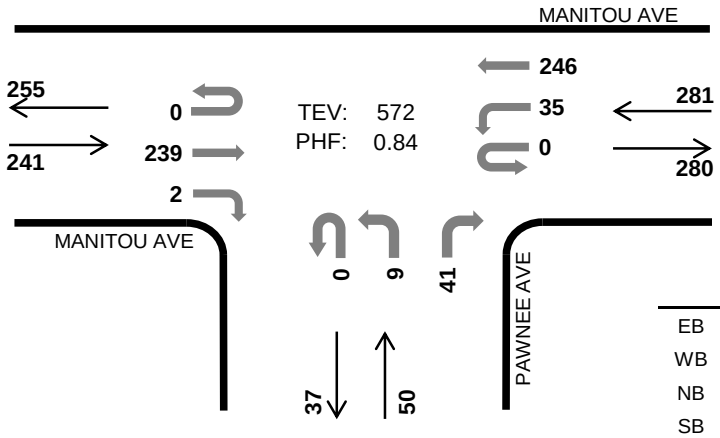
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**0**	**1**	*8*
6:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
6:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**6**	*6*
6:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
7:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	3	*4*
7:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
8:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	3	*3*
8:15 PM	0	0	0	0	*0*	2	2	0	0	*4*	0	0	0	0	*0*
8:30 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	2	*2*
8:45 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	0	0	2	*2*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	3	*3*
9:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
9:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
9:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	2	*3*
Count Total	0	0	0	0	*0*	3	3	0	0	*6*	1	8	0	32	*41*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**0**	**9**	***16***

PAWNEE AVE
MANITOU AVE

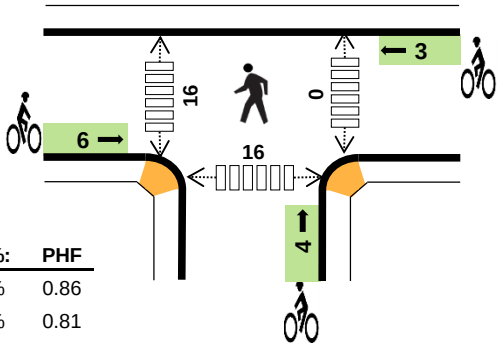
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM



	HV %:	PHF
EB	2.9%	0.86
WB	2.8%	0.81
NB	0.0%	0.78
SB	-	-
TOTAL	2.6%	0.84



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	0	50	0	0	4	51	0	0	2	0	6	0	0	0	0	113	0
9:15 AM	0	0	51	1	0	7	57	0	0	0	0	11	0	0	0	0	127	0
9:30 AM	0	0	70	0	0	15	60	0	0	3	0	13	0	0	0	0	161	0
9:45 AM	0	0	68	1	0	9	78	0	0	4	0	11	0	0	0	0	171	572
Peak Hour	0	0	239	2	0	35	246	0	0	9	0	41	0	0	0	0	572	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	3	0	0	*4*	3	0	0	0	*3*	0	5	0	4	*9*
9:15 AM	2	1	0	0	*3*	1	0	0	0	*1*	0	5	0	8	*13*
9:30 AM	2	2	0	0	*4*	0	3	3	0	*6*	0	2	0	2	*4*
9:45 AM	2	2	0	0	*4*	2	0	1	0	*3*	0	4	0	2	*6*
Peak Hour	7	8	0	0	*15*	6	3	4	0	*13*	0	16	0	16	*32*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	10	0	1	1	33	0	0	2	0	5	0	0	0	0	52	0
6:15 AM	0	0	14	0	0	1	36	0	0	1	0	6	0	0	0	0	58	0
6:30 AM	0	0	16	0	0	1	41	0	0	0	0	5	0	0	0	0	63	0
6:45 AM	0	0	28	1	0	1	44	0	0	0	0	3	0	0	0	0	77	250
7:00 AM	0	0	21	1	0	2	41	0	0	0	0	4	0	0	0	0	69	267
7:15 AM	0	0	31	1	1	1	40	0	0	1	0	10	0	0	0	0	85	294
7:30 AM	0	0	42	1	0	3	39	0	0	0	0	8	0	0	0	0	93	324
7:45 AM	0	0	34	0	0	7	59	0	0	3	0	7	0	0	0	0	110	357
8:00 AM	0	0	43	1	0	4	39	0	0	2	0	12	0	0	0	0	101	389
8:15 AM	0	0	46	1	0	6	48	0	0	2	0	13	0	0	0	0	116	420
8:30 AM	0	0	72	0	0	2	68	0	0	2	0	15	0	0	0	0	159	486
8:45 AM	0	0	47	0	0	7	59	0	0	1	0	13	0	0	0	0	127	503
9:00 AM	**0**	**0**	**50**	**0**	**0**	**4**	**51**	**0**	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**113**	515
9:15 AM	**0**	**0**	**51**	**1**	**0**	**7**	**57**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**127**	526
9:30 AM	**0**	**0**	**70**	**0**	**0**	**15**	**60**	**0**	**0**	**3**	**0**	**13**	**0**	**0**	**0**	**0**	**161**	528
9:45 AM	**0**	**0**	**68**	**1**	**0**	**9**	**78**	**0**	**0**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**171**	**572**
Count Total	0	0	643	8	2	71	793	0	0	23	0	142	0	0	0	0	1,682	0
Peak Hour	**0**	**0**	**239**	**2**	**0**	**35**	**246**	**0**	**0**	**9**	**0**	**41**	**0**	**0**	**0**	**0**	**572**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

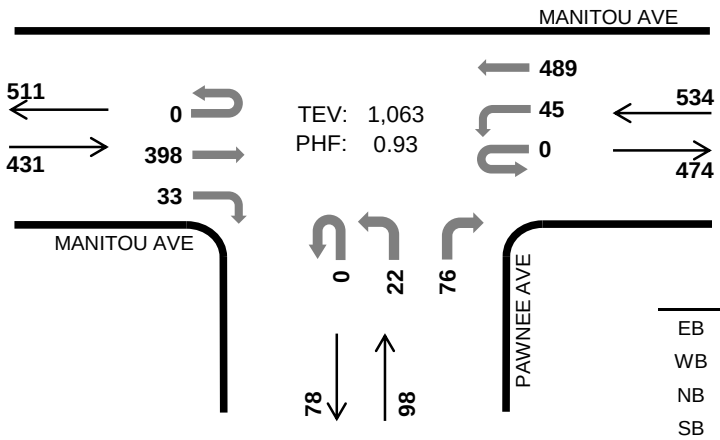
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	2	*2*
6:15 AM	0	2	0	0	*2*	0	1	0	0	*1*	0	0	0	0	*0*
6:30 AM	1	3	1	0	*5*	0	2	0	0	*2*	0	1	0	3	*4*
6:45 AM	1	2	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	2	0	0	*2*
7:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	1	*2*
7:30 AM	2	2	0	0	*4*	0	3	0	0	*3*	0	3	0	2	*5*
7:45 AM	3	1	1	0	*5*	2	0	0	0	*2*	0	3	0	3	*6*
8:00 AM	2	2	0	0	*4*	2	2	0	0	*4*	0	1	0	2	*3*
8:15 AM	3	3	0	0	*6*	1	1	0	0	*2*	0	1	0	4	*5*
8:30 AM	2	2	0	0	*4*	1	1	0	0	*2*	0	2	0	9	*11*
8:45 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	3	0	3	*6*
9:00 AM	**1**	**3**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**0**	**5**	**0**	**4**	*9*
9:15 AM	**2**	**1**	**0**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**5**	**0**	**8**	*13*
9:30 AM	**2**	**2**	**0**	**0**	***4***	**0**	**3**	**3**	**0**	***6***	**0**	**2**	**0**	**2**	*4*
9:45 AM	**2**	**2**	**0**	**0**	***4***	**2**	**0**	**1**	**0**	***3***	**0**	**4**	**0**	**2**	***6***
Count Total	27	31	4	0	*62*	12	13	4	0	*29*	0	33	0	45	*78*
Peak Hr	**7**	**8**	**0**	**0**	***15***	**6**	**3**	**4**	**0**	***13***	**0**	**16**	**0**	**16**	***32***

PAWNEE AVE
MANITOU AVE

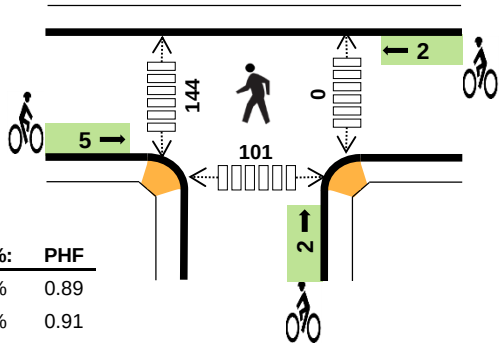
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	2.3%	0.89
WB	1.9%	0.91
NB	0.0%	0.84
SB	-	-
TOTAL	1.9%	0.93



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	0	84	8	0	6	123	0	0	6	0	14	0	0	0	0	241	0
12:15 PM	0	0	106	7	0	18	104	0	0	2	0	21	0	0	0	0	258	0
12:30 PM	0	0	99	6	0	10	136	0	0	6	0	20	0	0	0	0	277	0
12:45 PM	0	0	109	12	0	11	126	0	0	8	0	21	0	0	0	0	287	1,063
Peak Hour	0	0	398	33	0	45	489	0	0	22	0	76	0	0	0	0	1,063	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	2	3	0	0	*5*	4	0	0	0	*4*	0	20	0	12	*32*
12:15 PM	3	2	0	0	*5*	0	1	0	0	*1*	0	31	0	26	*57*
12:30 PM	3	3	0	0	*6*	1	1	2	0	*4*	0	60	0	40	*100*
12:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	33	0	23	*56*
Peak Hour	10	10	0	0	*20*	5	2	2	0	*9*	0	144	0	101	*245*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	71	1	0	9	96	0	0	2	0	9	0	0	0	0	188	0
10:15 AM	0	0	53	3	0	11	81	0	0	1	0	12	0	0	0	0	161	0
10:30 AM	0	0	84	1	0	9	92	0	0	1	0	10	0	0	0	0	197	0
10:45 AM	0	0	80	2	0	11	85	0	0	5	0	18	0	0	0	0	201	747
11:00 AM	0	0	76	2	0	6	89	0	0	2	0	10	0	0	0	0	185	744
11:15 AM	0	0	94	2	0	17	107	0	0	5	0	10	0	0	0	0	235	818
11:30 AM	0	0	65	3	0	9	114	0	0	3	0	16	0	0	0	0	210	831
11:45 AM	0	0	102	10	0	8	127	0	0	6	0	16	0	0	0	0	269	899
12:00 PM	**0**	**0**	**84**	**8**	**0**	**6**	**123**	**0**	**0**	**6**	**0**	**14**	**0**	**0**	**0**	**0**	**241**	955
12:15 PM	**0**	**0**	**106**	**7**	**0**	**18**	**104**	**0**	**0**	**2**	**0**	**21**	**0**	**0**	**0**	**0**	**258**	978
12:30 PM	**0**	**0**	**99**	**6**	**0**	**10**	**136**	**0**	**0**	**6**	**0**	**20**	**0**	**0**	**0**	**0**	**277**	1,045
12:45 PM	**0**	**0**	**109**	**12**	**0**	**11**	**126**	**0**	**0**	**8**	**0**	**21**	**0**	**0**	**0**	**0**	**287**	**1,063**
1:00 PM	0	0	89	17	0	13	100	0	0	2	0	18	0	0	0	0	239	1,061
1:15 PM	0	0	85	6	0	9	104	0	0	4	0	20	0	0	0	0	228	1,031
1:30 PM	0	0	97	15	0	8	118	0	0	12	0	12	0	0	0	0	262	1,016
1:45 PM	0	0	102	13	0	12	124	0	0	10	0	19	0	0	0	0	280	1,009
Count Total	0	0	1,396	108	0	167	1,726	0	0	75	0	246	0	0	0	0	3,718	0
Peak Hour	**0**	**0**	**398**	**33**	**0**	**45**	**489**	**0**	**0**	**22**	**0**	**76**	**0**	**0**	**0**	**0**	**1,063**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

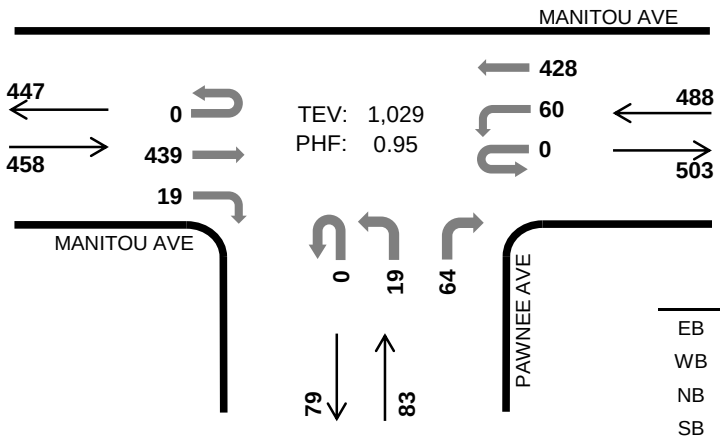
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	2	2	1	0	*5*	2	0	0	0	*2*	0	11	0	8	*19*
10:15 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	8	0	3	*11*
10:30 AM	5	4	0	0	*9*	3	0	0	0	*3*	0	3	0	7	*10*
10:45 AM	2	3	0	0	*5*	1	3	0	0	*4*	0	7	0	13	*20*
11:00 AM	2	4	0	0	*6*	3	0	0	0	*3*	2	6	0	14	*22*
11:15 AM	2	1	0	0	*3*	1	0	0	0	*1*	0	10	0	35	*45*
11:30 AM	5	3	0	0	*8*	2	0	0	0	*2*	0	9	0	40	*49*
11:45 AM	2	4	0	0	*6*	0	0	0	0	*0*	0	12	0	27	*39*
12:00 PM	**2**	**3**	**0**	**0**	***5***	**4**	**0**	**0**	**0**	***4***	**0**	**20**	**0**	**12**	*32*
12:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**1**	**0**	**0**	***1***	**0**	**31**	**0**	**26**	*57*
12:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**1**	**2**	**0**	***4***	**0**	**60**	**0**	**40**	*100*
12:45 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**33**	**0**	**23**	***56***
1:00 PM	2	2	0	0	*4*	2	0	0	0	*2*	0	37	0	49	*86*
1:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	2	37	0	26	*65*
1:30 PM	3	1	0	0	*4*	1	0	0	0	*1*	0	35	0	40	*75*
1:45 PM	2	2	0	0	*4*	1	0	0	0	*1*	0	23	0	35	*58*
Count Total	41	40	1	0	*82*	21	5	2	0	*28*	4	342	0	398	*744*
Peak Hr	**10**	**10**	**0**	**0**	***20***	**5**	**2**	**2**	**0**	***9***	**0**	**144**	**0**	**101**	***245***

PAWNEE AVE
MANITOU AVE

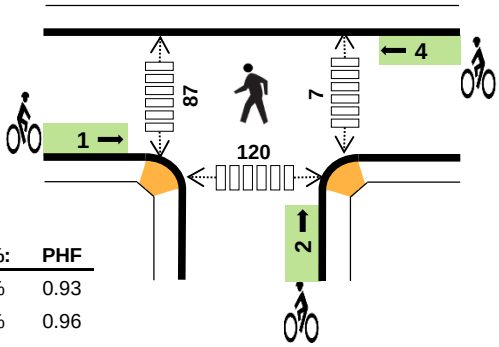
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	2.0%	0.93
WB	2.3%	0.96
NB	0.0%	0.90
SB	-	-
TOTAL	1.9%	0.95



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM	0	0	98	3	0	14	113	0	0	5	0	14	0	0	0	0	247	0
3:30 PM	0	0	116	6	0	20	107	0	0	2	0	21	0	0	0	0	272	0
3:45 PM	0	0	108	4	0	14	106	0	0	6	0	13	0	0	0	0	251	0
4:00 PM	0	0	117	6	0	12	102	0	0	6	0	16	0	0	0	0	259	1,029
Peak Hour	0	0	439	19	0	60	428	0	0	19	0	64	0	0	0	0	1,029	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	3	0	0	*5*	0	0	2	0	*2*	0	21	0	37	*58*
3:30 PM	3	3	0	0	*6*	1	2	0	0	*3*	0	10	0	9	*19*
3:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	19	0	39	*58*
4:00 PM	2	4	0	0	*6*	0	2	0	0	*2*	7	37	0	35	*79*
Peak Hour	9	11	0	0	*20*	1	4	2	0	*7*	7	87	0	120	*214*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	85	10	0	11	127	0	0	11	0	21	0	0	0	0	265	0
2:15 PM	0	0	103	10	0	6	101	0	0	6	0	15	0	0	0	0	241	0
2:30 PM	0	0	98	4	0	10	108	0	0	5	0	16	0	0	0	0	241	0
2:45 PM	0	0	92	2	0	16	109	0	0	0	0	20	0	0	0	0	239	986
3:00 PM	0	0	87	5	0	15	116	0	0	6	0	21	0	0	0	0	250	971
3:15 PM	**0**	**0**	**98**	**3**	**0**	**14**	**113**	**0**	**0**	**5**	**0**	**14**	**0**	**0**	**0**	**0**	**247**	977
3:30 PM	**0**	**0**	**116**	**6**	**0**	**20**	**107**	**0**	**0**	**2**	**0**	**21**	**0**	**0**	**0**	**0**	**272**	1,008
3:45 PM	**0**	**0**	**108**	**4**	**0**	**14**	**106**	**0**	**0**	**6**	**0**	**13**	**0**	**0**	**0**	**0**	**251**	1,020
4:00 PM	**0**	**0**	**117**	**6**	**0**	**12**	**102**	**0**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**259**	**1,029**
4:15 PM	0	0	98	7	0	8	108	0	0	3	0	14	0	0	0	0	238	1,020
4:30 PM	0	0	105	2	0	14	103	0	0	1	0	14	0	0	0	0	239	987
4:45 PM	0	0	115	4	0	10	96	0	0	7	0	19	0	0	0	0	251	987
5:00 PM	0	0	90	5	0	12	106	0	0	4	0	14	0	0	0	0	231	959
5:15 PM	0	0	110	3	0	14	75	0	0	4	0	18	0	0	0	0	224	945
5:30 PM	0	0	86	3	0	14	74	0	0	1	0	8	0	0	0	0	186	892
5:45 PM	0	0	67	3	0	8	97	0	0	6	0	9	0	0	0	0	190	831
Count Total	0	0	1,575	77	0	198	1,648	0	0	73	0	253	0	0	0	0	3,824	0
Peak Hour	**0**	**0**	**439**	**19**	**0**	**60**	**428**	**0**	**0**	**19**	**0**	**64**	**0**	**0**	**0**	**0**	**1,029**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

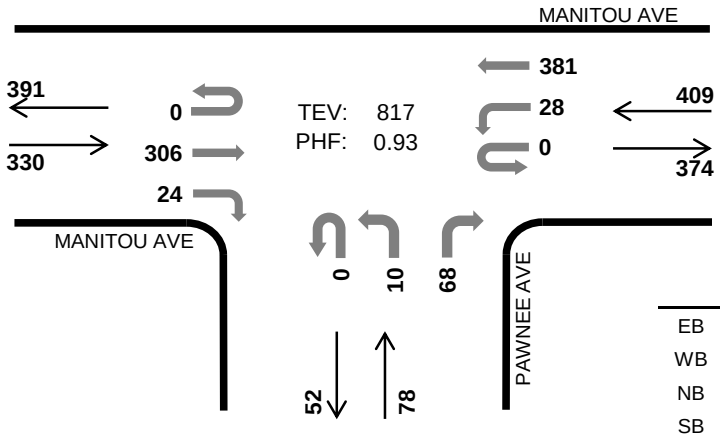
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	2	0	0	*4*	0	3	0	0	*3*	0	33	0	55	*88*
2:15 PM	3	2	0	0	*5*	1	0	0	0	*1*	0	52	0	41	*93*
2:30 PM	2	3	0	0	*5*	2	1	0	0	*3*	0	28	0	50	*78*
2:45 PM	2	2	0	0	*4*	1	1	0	0	*2*	0	26	0	26	*52*
3:00 PM	3	2	0	0	*5*	2	2	0	0	*4*	0	35	0	48	*83*
3:15 PM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**2**	**0**	***2***	**0**	**21**	**0**	**37**	*58*
3:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**2**	**0**	**0**	***3***	**0**	**10**	**0**	**9**	*19*
3:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**19**	**0**	**39**	*58*
4:00 PM	**2**	**4**	**0**	**0**	***6***	**0**	**2**	**0**	**0**	***2***	**7**	**37**	**0**	**35**	***79***
4:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	35	0	17	*52*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	28	0	32	*60*
4:45 PM	2	3	0	0	*5*	0	0	0	0	*0*	4	9	0	19	*32*
5:00 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	21	0	18	*39*
5:15 PM	3	1	0	0	*4*	1	0	0	0	*1*	0	17	0	17	*34*
5:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	5	0	13	*18*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	2	14	0	9	*25*
Count Total	39	38	0	0	*77*	8	11	2	0	*21*	13	390	0	465	*868*
Peak Hr	**9**	**11**	**0**	**0**	***20***	**1**	**4**	**2**	**0**	***7***	**7**	**87**	**0**	**120**	***214***

PAWNEE AVE
MANITOU AVE

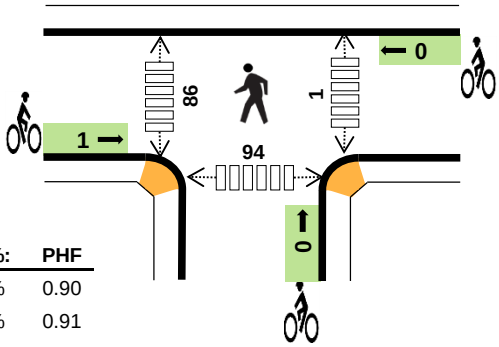
N

Peak Hour

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM



	HV %:	PHF
EB	3.0%	0.90
WB	2.4%	0.91
NB	0.0%	0.78
SB	-	-
TOTAL	2.4%	0.93



Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				PAWNEE AVE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	0	87	5	0	10	102	0	0	1	0	15	0	0	0	0	220	0
6:15 PM	0	0	74	8	0	7	92	0	0	2	0	23	0	0	0	0	206	0
6:30 PM	0	0	80	5	0	7	89	0	0	2	0	19	0	0	0	0	202	0
6:45 PM	0	0	65	6	0	4	98	0	0	5	0	11	0	0	0	0	189	817
Peak Hour	0	0	306	24	0	28	381	0	0	10	0	68	0	0	0	0	817	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	2	4	0	0	*6*	1	0	0	0	*1*	0	19	0	14	*33*
6:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	14	0	17	*31*
6:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	26	0	40	*66*
6:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	1	27	0	23	*51*
Peak Hour	10	10	0	0	*20*	1	0	0	0	*1*	1	86	0	94	*181*

Four-Hour Count Summaries

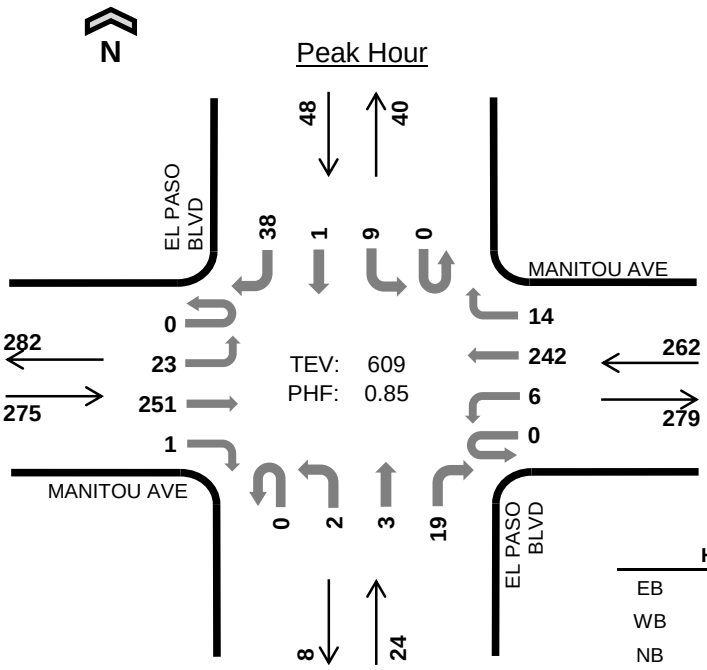
Interval Start	MANITOU AVE				MANITOU AVE				PAWNEE AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**0**	**87**	**5**	**0**	**10**	**102**	**0**	**0**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**220**	0
6:15 PM	**0**	**0**	**74**	**8**	**0**	**7**	**92**	**0**	**0**	**2**	**0**	**23**	**0**	**0**	**0**	**0**	**206**	0
6:30 PM	**0**	**0**	**80**	**5**	**0**	**7**	**89**	**0**	**0**	**2**	**0**	**19**	**0**	**0**	**0**	**0**	**202**	0
6:45 PM	**0**	**0**	**65**	**6**	**0**	**4**	**98**	**0**	**0**	**5**	**0**	**11**	**0**	**0**	**0**	**0**	**189**	**817**
7:00 PM	1	0	80	1	0	10	79	0	0	4	0	9	0	0	0	0	184	781
7:15 PM	0	0	75	4	0	3	74	0	0	2	0	7	0	0	0	0	165	740
7:30 PM	0	0	64	4	0	10	89	0	0	3	0	13	0	0	0	0	183	721
7:45 PM	0	0	70	3	0	5	86	0	0	2	0	11	0	0	0	0	177	709
8:00 PM	0	0	82	0	0	9	59	0	0	4	0	11	0	0	0	0	165	690
8:15 PM	0	0	77	3	0	7	68	0	0	3	0	5	0	0	0	0	163	688
8:30 PM	0	0	65	2	0	8	45	0	0	1	0	8	0	0	0	0	129	634
8:45 PM	0	0	60	2	0	5	53	0	0	1	0	10	0	0	0	0	131	588
9:00 PM	0	0	63	1	0	5	48	0	0	2	0	8	0	0	0	0	127	550
9:15 PM	0	0	64	2	0	9	50	0	0	1	0	8	0	0	0	0	134	521
9:30 PM	0	0	46	2	0	6	37	0	0	2	0	5	0	0	0	0	98	490
9:45 PM	0	0	58	3	0	4	40	0	0	3	0	7	0	0	0	0	115	474
Count Total	1	0	1,110	51	0	109	1,109	0	0	38	0	170	0	0	0	0	2,588	0
Peak Hour	**0**	**0**	**306**	**24**	**0**	**28**	**381**	**0**	**0**	**10**	**0**	**68**	**0**	**0**	**0**	**0**	**817**	**0**

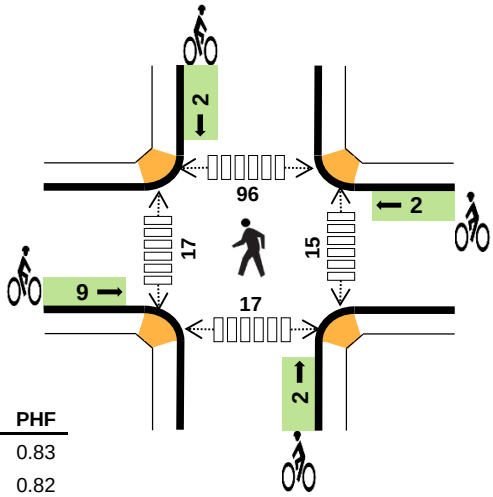
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**2**	**4**	**0**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**19**	**0**	**14**	*33*
6:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**14**	**0**	**17**	*31*
6:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**26**	**0**	**40**	*66*
6:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**27**	**0**	**23**	***51***
7:00 PM	3	2	0	0	*5*	1	0	0	0	*1*	0	36	0	27	*63*
7:15 PM	2	3	0	0	*5*	2	0	0	0	*2*	0	15	0	10	*25*
7:30 PM	3	1	0	0	*4*	0	1	0	0	*1*	0	28	0	11	*39*
7:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	4	6	0	33	*43*
8:00 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	6	0	35	*41*
8:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	15	0	15	*30*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	6	0	9	*15*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	1	9	0	22	*32*
9:00 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	8	0	12	*20*
9:15 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	2	0	8	*10*
9:30 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	1	0	6	*7*
9:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	0	0	2	*2*
Count Total	26	24	0	0	*50*	7	3	0	0	*10*	6	218	0	284	*508*
Peak Hr	**10**	**10**	**0**	**0**	***20***	**1**	**0**	**0**	**0**	***1***	**1**	**86**	**0**	**94**	***181***

EL PASO BLVD
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	2.5%	0.83
WB	3.1%	0.82
NB	0.0%	0.50
SB	0.0%	0.75
TOTAL	2.5%	0.85

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	6	53	0	0	0	52	4	0	0	1	3	0	4	1	5	129	0
9:15 AM	0	3	51	0	0	0	55	5	0	0	0	4	0	2	0	7	127	0
9:30 AM	0	7	75	1	0	3	61	2	0	1	2	9	0	1	0	12	174	0
9:45 AM	0	7	72	0	0	3	74	3	0	1	0	3	0	2	0	14	179	609
Peak Hour	0	23	251	1	0	6	242	14	0	2	3	19	0	9	1	38	609	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	1	3	0	0	*4*	3	0	0	0	*3*	9	3	28	6	*46*
9:15 AM	2	1	0	0	*3*	1	0	1	0	*2*	2	12	30	9	*53*
9:30 AM	2	2	0	0	*4*	3	2	1	2	*8*	3	0	11	0	*14*
9:45 AM	2	2	0	0	*4*	2	0	0	0	*2*	1	2	27	2	*32*
Peak Hour	7	8	0	0	*15*	9	2	2	2	*15*	15	17	96	17	*145*

Four-Hour Count Summaries

Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	16	0	0	1	35	1	0	0	0	1	0	0	0	3	59	0
6:15 AM	0	0	19	1	0	0	32	2	0	0	0	1	0	1	0	1	57	0
6:30 AM	0	2	16	0	0	0	42	1	0	0	0	1	0	0	0	2	64	0
6:45 AM	0	4	29	0	0	0	41	0	0	0	0	3	0	0	0	5	82	262
7:00 AM	0	2	22	0	0	0	35	0	0	1	0	3	0	1	0	4	68	271
7:15 AM	0	7	36	0	0	0	37	0	0	1	0	4	0	6	0	5	96	310
7:30 AM	0	4	45	0	0	0	38	2	0	0	0	1	0	1	0	5	96	342
7:45 AM	0	9	37	0	0	1	62	5	0	1	0	3	0	1	0	4	123	383
8:00 AM	0	3	52	0	0	0	37	2	0	0	0	1	0	2	0	4	101	416
8:15 AM	0	3	54	0	1	1	47	2	0	1	0	5	0	1	0	8	123	443
8:30 AM	0	3	80	0	1	6	65	0	0	1	1	2	0	1	0	4	164	511
8:45 AM	0	5	62	0	0	3	61	4	0	1	1	5	0	2	1	6	151	539
9:00 AM	**0**	**6**	**53**	**0**	**0**	**0**	**52**	**4**	**0**	**0**	**1**	**3**	**0**	**4**	**1**	**5**	**129**	567
9:15 AM	**0**	**3**	**51**	**0**	**0**	**0**	**55**	**5**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**7**	**127**	571
9:30 AM	**0**	**7**	**75**	**1**	**0**	**3**	**61**	**2**	**0**	**1**	**2**	**9**	**0**	**1**	**0**	**12**	**174**	581
9:45 AM	**0**	**7**	**72**	**0**	**0**	**3**	**74**	**3**	**0**	**1**	**0**	**3**	**0**	**2**	**0**	**14**	**179**	**609**
Count Total	0	67	719	2	2	18	774	33	0	8	5	49	0	25	2	89	1,793	0
Peak Hour	**0**	**23**	**251**	**1**	**0**	**6**	**242**	**14**	**0**	**2**	**3**	**19**	**0**	**9**	**1**	**38**	**609**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

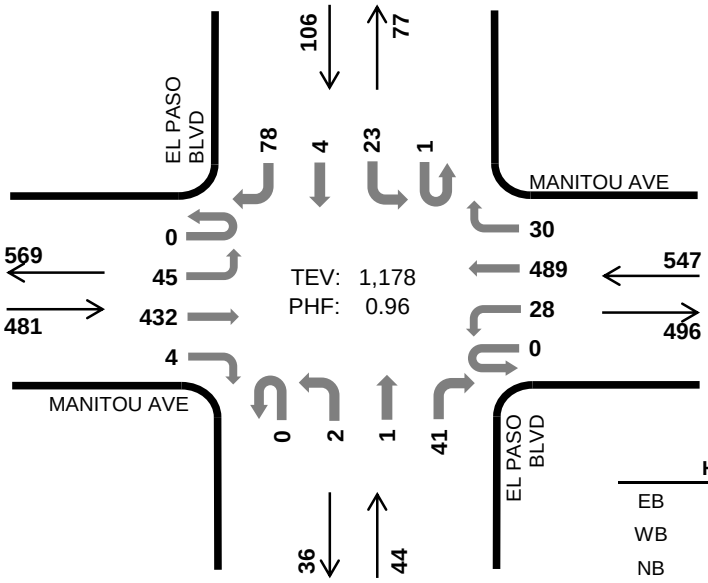
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	1	8	0	*9*
6:15 AM	0	1	0	0	*1*	0	1	0	0	*1*	0	1	2	0	*3*
6:30 AM	1	2	0	0	*3*	0	1	0	0	*1*	0	0	8	3	*11*
6:45 AM	2	2	0	0	*4*	0	1	0	0	*1*	0	0	5	0	*5*
7:00 AM	2	3	0	0	*5*	0	0	0	0	*0*	0	2	13	0	*15*
7:15 AM	0	1	0	0	*1*	1	0	0	0	*1*	1	0	13	2	*16*
7:30 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	2	6	2	*10*
7:45 AM	3	1	0	0	*4*	2	0	0	1	*3*	0	0	4	1	*5*
8:00 AM	3	2	0	0	*5*	2	2	0	0	*4*	0	1	6	3	*10*
8:15 AM	3	3	0	0	*6*	1	0	0	0	*1*	0	1	12	3	*16*
8:30 AM	2	2	0	0	*4*	1	1	0	1	*3*	3	1	14	8	*26*
8:45 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	3	9	4	*16*
9:00 AM	**1**	**3**	**0**	**0**	***4***	**3**	**0**	**0**	**0**	***3***	**9**	**3**	**28**	**6**	*46*
9:15 AM	**2**	**1**	**0**	**0**	***3***	**1**	**0**	**1**	**0**	***2***	**2**	**12**	**30**	**9**	*53*
9:30 AM	**2**	**2**	**0**	**0**	***4***	**3**	**2**	**1**	**2**	***8***	**3**	**0**	**11**	**0**	*14*
9:45 AM	**2**	**2**	**0**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**1**	**2**	**27**	**2**	***32***
Count Total	29	29	0	0	*58*	16	8	2	4	*30*	19	29	196	43	*287*
Peak Hour	**7**	**8**	**0**	**0**	***15***	**9**	**2**	**2**	**2**	***15***	**15**	**17**	**96**	**17**	***145***

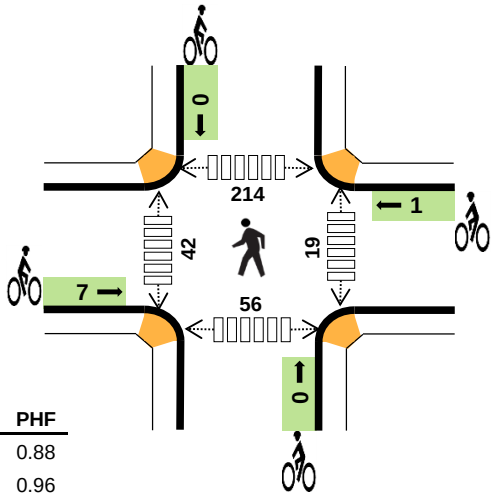
EL PASO BLVD
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:00 PM to 1:00 PM

N

Peak Hour





	HV %:	PHF
EB	2.1%	0.88
WB	1.8%	0.96
NB	0.0%	0.61
SB	0.0%	0.80
TOTAL	1.7%	0.96

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	14	90	2	0	6	124	10	0	2	0	16	0	1	2	10	277	0
12:15 PM	0	8	111	0	0	9	128	6	0	0	1	10	0	7	1	19	300	0
12:30 PM	0	12	106	2	0	6	113	9	0	0	0	12	1	7	0	25	293	0
12:45 PM	0	11	125	0	0	7	124	5	0	0	0	3	0	8	1	24	308	1,178
Peak Hour	0	45	432	4	0	28	489	30	0	2	1	41	1	23	4	78	1,178	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	3	3	0	0	*6*	4	0	0	0	*4*	12	10	53	16	*91*
12:15 PM	2	2	0	0	*4*	0	1	0	0	*1*	2	11	47	21	*81*
12:30 PM	2	3	0	0	*5*	3	0	0	0	*3*	2	12	56	2	*72*
12:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	3	9	58	17	*87*
Peak Hour	10	10	0	0	*20*	7	1	0	0	*8*	19	42	214	56	*331*

Four-Hour Count Summaries

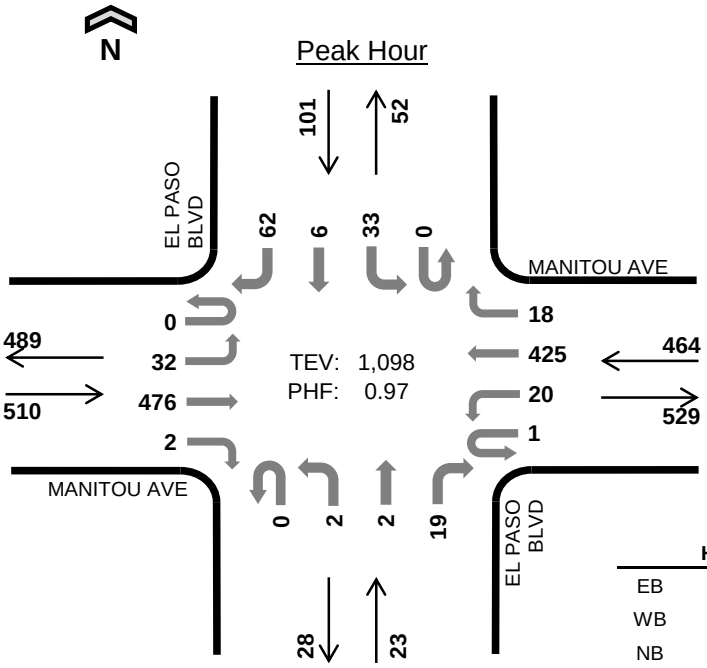
Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	7	74	0	0	3	99	3	0	1	0	2	0	4	0	10	203	0
10:15 AM	0	3	64	0	0	1	79	4	0	0	0	4	0	4	0	15	174	0
10:30 AM	0	10	84	0	1	3	88	4	0	2	0	9	0	3	0	13	217	0
10:45 AM	0	9	95	0	1	6	90	2	0	1	0	7	0	5	1	13	230	824
11:00 AM	0	4	72	0	0	4	88	5	0	0	0	1	0	1	1	12	188	809
11:15 AM	1	12	90	2	0	3	104	1	0	2	0	4	0	8	0	20	247	882
11:30 AM	0	10	76	0	0	5	124	7	0	0	0	7	0	6	1	12	248	913
11:45 AM	0	10	104	1	0	5	115	4	0	1	2	6	0	1	1	19	269	952
12:00 PM	**0**	**14**	**90**	**2**	**0**	**6**	**124**	**10**	**0**	**2**	**0**	**16**	**0**	**1**	**2**	**10**	**277**	1,041
12:15 PM	**0**	**8**	**111**	**0**	**0**	**9**	**128**	**6**	**0**	**0**	**1**	**10**	**0**	**7**	**1**	**19**	**300**	1,094
12:30 PM	**0**	**12**	**106**	**2**	**0**	**6**	**113**	**9**	**0**	**0**	**0**	**12**	**1**	**7**	**0**	**25**	**293**	1,139
12:45 PM	**0**	**11**	**125**	**0**	**0**	**7**	**124**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	**1**	**24**	**308**	**1,178**
1:00 PM	0	12	88	2	1	7	89	7	0	0	0	5	1	11	1	23	247	1,148
1:15 PM	0	7	97	1	1	4	94	3	0	1	1	1	0	10	5	23	248	1,096
1:30 PM	0	14	110	0	0	4	116	8	0	1	2	5	0	13	0	14	287	1,090
1:45 PM	0	2	102	0	0	1	128	4	0	0	0	5	0	6	1	16	265	1,047
Count Total	1	145	1,488	10	4	74	1,703	82	0	11	6	97	2	95	15	268	4,001	0
Peak Hour	**0**	**45**	**432**	**4**	**0**	**28**	**489**	**30**	**0**	**2**	**1**	**41**	**1**	**23**	**4**	**78**	**1,178**	**0**

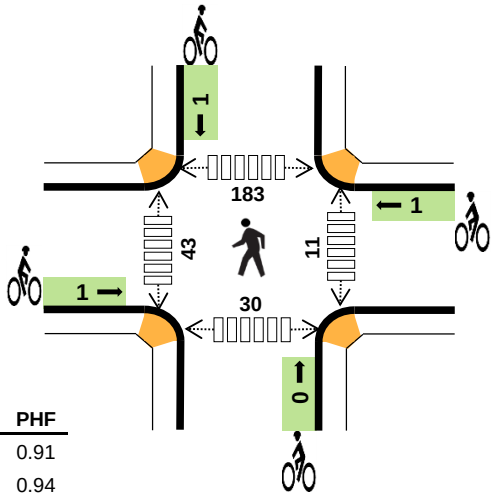
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	3	2	0	0	*5*	2	1	0	0	*3*	0	11	31	2	*44*
10:15 AM	1	3	0	0	*4*	0	0	0	0	*0*	1	3	36	7	*47*
10:30 AM	4	4	0	0	*8*	0	0	0	0	*0*	2	3	23	4	*32*
10:45 AM	1	3	0	0	*4*	4	2	0	0	*6*	5	2	28	4	*39*
11:00 AM	2	5	1	0	*8*	3	0	0	0	*3*	5	5	37	5	*52*
11:15 AM	3	1	0	0	*4*	1	0	0	0	*1*	2	8	31	18	*59*
11:30 AM	4	3	0	0	*7*	2	3	1	0	*6*	13	3	39	23	*78*
11:45 AM	2	3	0	0	*5*	0	0	0	0	*0*	2	3	53	11	*69*
12:00 PM	**3**	**3**	**0**	**0**	***6***	**4**	**0**	**0**	**0**	***4***	**12**	**10**	**53**	**16**	*91*
12:15 PM	**2**	**2**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	***1***	**2**	**11**	**47**	**21**	*81*
12:30 PM	**2**	**3**	**0**	**0**	***5***	**3**	**0**	**0**	**0**	***3***	**2**	**12**	**56**	**2**	*72*
12:45 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**9**	**58**	**17**	***87***
1:00 PM	2	2	0	0	*4*	2	0	0	0	*2*	5	8	67	4	*84*
1:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	4	8	70	12	*94*
1:30 PM	4	3	0	0	*7*	1	1	0	0	*2*	3	12	78	16	*109*
1:45 PM	2	2	0	0	*4*	1	0	0	0	*1*	5	18	64	7	*94*
Count Total	40	43	1	0	*84*	23	8	1	0	*32*	66	126	771	169	*1,132*
Peak Hour	**10**	**10**	**0**	**0**	***20***	**7**	**1**	**0**	**0**	***8***	**19**	**42**	**214**	**56**	***331***

EL PASO BLVD
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	2.2%	0.91
WB	1.9%	0.94
NB	0.0%	0.72
SB	0.0%	0.84
TOTAL	1.8%	0.97

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM	0	6	119	0	1	5	111	7	0	0	1	4	0	8	2	15	279	0
4:00 PM	0	9	131	0	0	3	101	7	0	1	0	7	0	8	1	15	283	0
4:15 PM	0	9	114	0	0	5	101	2	0	0	1	4	0	5	2	15	258	0
4:30 PM	0	8	112	2	0	7	112	2	0	1	0	4	0	12	1	17	278	1,098
Peak Hour	0	32	476	2	1	20	425	18	0	2	2	19	0	33	6	62	1,098	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	2	1	0	0	*3*	1	1	0	0	*2*	2	21	68	11	*102*
4:00 PM	2	4	0	0	*6*	0	0	0	1	*1*	6	6	54	12	*78*
4:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	2	6	33	4	*45*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	1	10	28	3	*42*
Peak Hour	11	9	0	0	*20*	1	1	0	1	*3*	11	43	183	30	*267*

Four-Hour Count Summaries

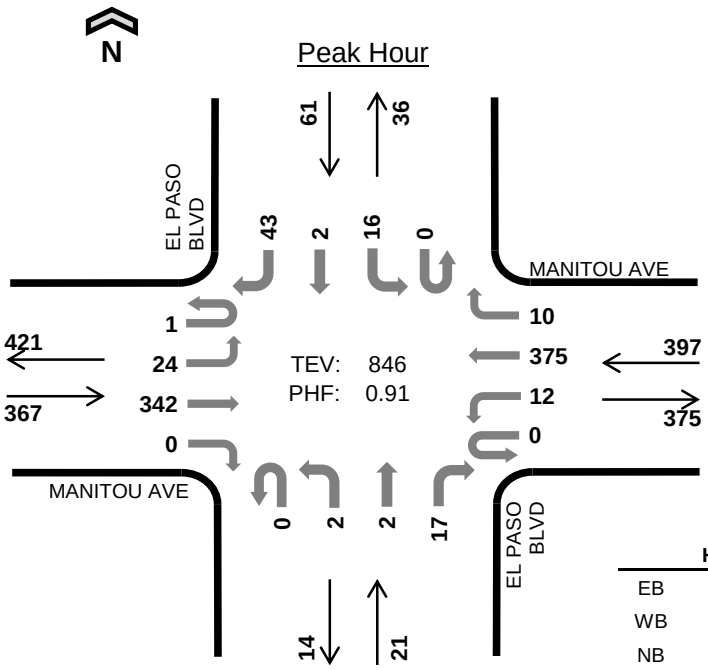
Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	15	104	1	0	5	117	3	0	1	0	8	0	7	2	19	283	0
2:15 PM	0	8	110	0	2	4	93	7	0	2	0	2	0	6	1	9	244	0
2:30 PM	0	11	99	0	1	8	97	4	0	1	1	7	0	4	0	18	251	0
2:45 PM	1	10	107	0	0	2	114	7	0	0	1	4	0	12	0	16	274	1,052
3:00 PM	0	6	111	0	2	4	116	4	0	1	0	8	1	12	0	16	281	1,050
3:15 PM	0	4	104	0	0	3	113	1	0	1	0	5	0	4	0	21	256	1,062
3:30 PM	1	12	125	0	0	1	102	5	0	0	0	6	0	4	1	17	274	1,085
3:45 PM	**0**	**6**	**119**	**0**	**1**	**5**	**111**	**7**	**0**	**0**	**1**	**4**	**0**	**8**	**2**	**15**	**279**	1,090
4:00 PM	**0**	**9**	**131**	**0**	**0**	**3**	**101**	**7**	**0**	**1**	**0**	**7**	**0**	**8**	**1**	**15**	**283**	1,092
4:15 PM	**0**	**9**	**114**	**0**	**0**	**5**	**101**	**2**	**0**	**0**	**1**	**4**	**0**	**5**	**2**	**15**	**258**	1,094
4:30 PM	**0**	**8**	**112**	**2**	**0**	**7**	**112**	**2**	**0**	**1**	**0**	**4**	**0**	**12**	**1**	**17**	**278**	**1,098**
4:45 PM	0	8	129	1	0	4	95	5	0	0	0	7	0	5	0	9	263	1,082
5:00 PM	0	7	103	2	0	3	102	6	0	0	0	7	0	2	0	18	250	1,049
5:15 PM	0	8	115	0	0	6	79	2	0	1	0	5	0	3	2	8	229	1,020
5:30 PM	0	9	89	0	0	4	73	1	0	1	0	2	0	8	1	13	201	943
5:45 PM	0	4	73	0	0	5	87	8	0	0	2	6	0	12	0	12	209	889
Count Total	3	134	1,745	6	6	69	1,613	71	0	10	6	86	1	112	13	238	4,113	0
Peak Hour	**0**	**32**	**476**	**2**	**1**	**20**	**425**	**18**	**0**	**2**	**2**	**19**	**0**	**33**	**6**	**62**	**1,098**	**0**

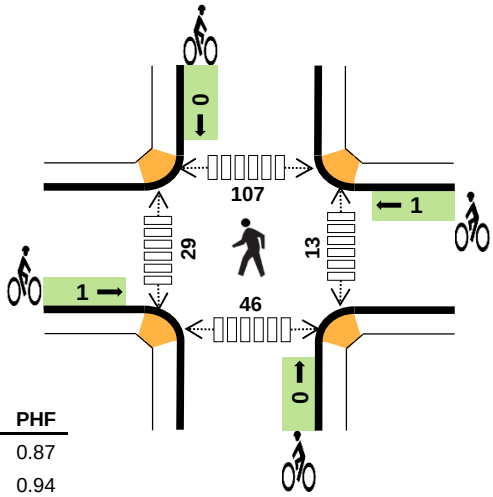
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	2	0	0	*4*	0	3	1	0	*4*	10	12	91	15	*128*
2:15 PM	3	2	0	0	*5*	1	0	0	0	*1*	8	8	93	14	*123*
2:30 PM	2	3	0	0	*5*	1	1	0	2	*4*	9	22	68	39	*138*
2:45 PM	2	2	0	0	*4*	0	1	0	0	*1*	9	21	98	27	*155*
3:00 PM	2	2	0	0	*4*	3	2	0	0	*5*	10	24	88	19	*141*
3:15 PM	3	3	0	0	*6*	2	0	0	1	*3*	1	8	25	15	*49*
3:30 PM	3	3	0	0	*6*	0	0	0	2	*2*	10	7	49	7	*73*
3:45 PM	**2**	**1**	**0**	**0**	***3***	**1**	**1**	**0**	**0**	***2***	**2**	**21**	**68**	**11**	*102*
4:00 PM	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**0**	**1**	***1***	**6**	**6**	**54**	**12**	*78*
4:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**6**	**33**	**4**	*45*
4:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**10**	**28**	**3**	***42***
4:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	4	14	42	6	*66*
5:00 PM	2	3	0	0	*5*	0	1	0	0	*1*	1	2	33	9	*45*
5:15 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	2	32	8	*42*
5:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	4	11	7	*22*
5:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	2	0	28	3	*33*
Count Total	38	39	0	0	*77*	8	9	1	6	*24*	75	167	841	199	*1,282*
Peak Hour	**11**	**9**	**0**	**0**	***20***	**1**	**1**	**0**	**1**	***3***	**11**	**43**	**183**	**30**	***267***

EL PASO BLVD
MANITOU AVE

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	2.5%	0.87
WB	2.3%	0.94
NB	4.8%	0.75
SB	0.0%	0.80
TOTAL	2.2%	0.91

Four-Hour Count Summaries

Interval Start	MANITOU AVE Eastbound				MANITOU AVE Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	1	8	95	0	0	2	99	3	0	1	0	4	0	6	1	12	232	0
6:15 PM	0	6	76	0	0	5	90	1	0	0	1	3	0	5	0	9	196	0
6:30 PM	0	7	99	0	0	1	89	1	0	1	0	6	0	2	0	12	218	0
6:45 PM	0	3	72	0	0	4	97	5	0	0	1	4	0	3	1	10	200	846
Peak Hour	1	24	342	0	0	12	375	10	0	2	2	17	0	16	2	43	846	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	2	2	1	0	*5*	1	1	0	0	*2*	3	7	21	10	*41*
6:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	2	8	30	11	*51*
6:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	6	10	18	14	*48*
6:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	2	4	38	11	*55*
Peak Hour	9	9	1	0	*19*	1	1	0	0	*2*	13	29	107	46	*195*

Four-Hour Count Summaries

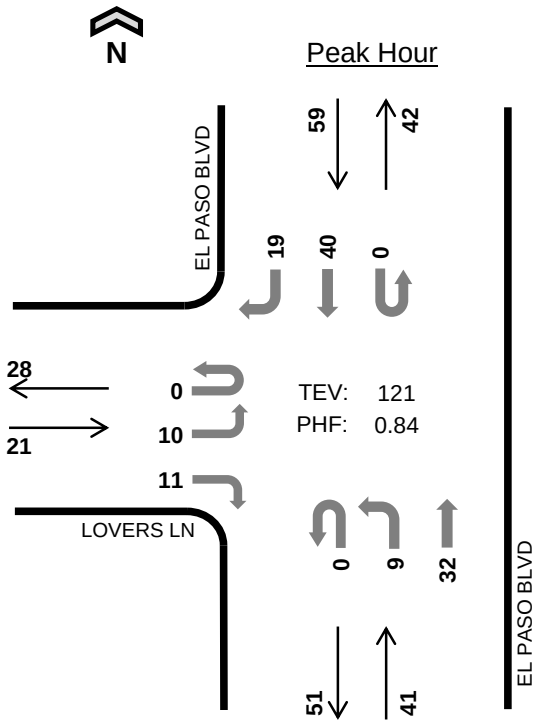
Interval Start	MANITOU AVE				MANITOU AVE				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**1**	**8**	**95**	**0**	**0**	**2**	**99**	**3**	**0**	**1**	**0**	**4**	**0**	**6**	**1**	**12**	**232**	0
6:15 PM	**0**	**6**	**76**	**0**	**0**	**5**	**90**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**0**	**9**	**196**	0
6:30 PM	**0**	**7**	**99**	**0**	**0**	**1**	**89**	**1**	**0**	**1**	**0**	**6**	**0**	**2**	**0**	**12**	**218**	0
6:45 PM	**0**	**3**	**72**	**0**	**0**	**4**	**97**	**5**	**0**	**0**	**1**	**4**	**0**	**3**	**1**	**10**	**200**	**846**
7:00 PM	0	4	84	1	0	3	82	4	0	1	0	0	0	2	0	8	189	803
7:15 PM	0	4	76	2	1	1	69	1	0	3	0	4	0	2	1	6	170	777
7:30 PM	0	5	68	1	1	4	85	2	0	0	1	10	0	3	0	10	190	749
7:45 PM	0	2	78	0	0	3	80	4	0	0	0	4	0	1	0	17	189	738
8:00 PM	0	4	100	0	0	5	58	2	0	0	0	6	0	5	2	8	190	739
8:15 PM	0	0	80	2	0	0	66	0	0	0	3	4	0	6	0	8	169	738
8:30 PM	0	1	81	0	0	4	48	2	0	0	0	3	0	3	0	11	153	701
8:45 PM	0	3	72	2	0	3	48	2	0	0	0	7	0	2	0	4	143	655
9:00 PM	0	2	66	0	0	5	48	2	0	0	0	3	0	7	1	6	140	605
9:15 PM	0	2	74	0	0	2	45	0	0	2	0	2	0	2	0	13	142	578
9:30 PM	0	1	57	0	0	2	38	1	0	0	0	1	0	4	1	7	112	537
9:45 PM	0	2	66	0	0	2	40	0	0	0	0	1	0	0	1	5	117	511
Count Total	1	54	1,244	8	2	46	1,082	30	0	8	6	62	0	53	8	146	2,750	0
Peak Hour	**1**	**24**	**342**	**0**	**0**	**12**	**375**	**10**	**0**	**2**	**2**	**17**	**0**	**16**	**2**	**43**	**846**	**0**

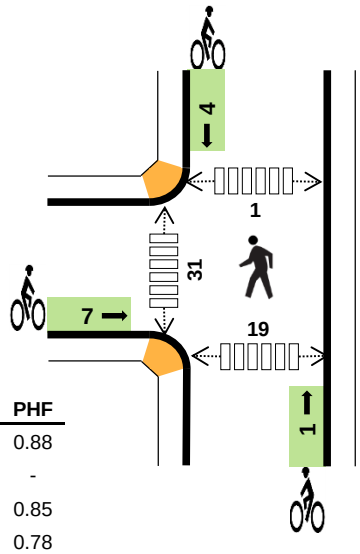
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**2**	**2**	**1**	**0**	***5***	**1**	**1**	**0**	**0**	***2***	**3**	**7**	**21**	**10**	*41*
6:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**8**	**30**	**11**	*51*
6:30 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**6**	**10**	**18**	**14**	*48*
6:45 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**38**	**11**	***55***
7:00 PM	3	2	0	0	*5*	0	0	0	0	*0*	6	7	35	16	*64*
7:15 PM	2	2	0	0	*4*	3	0	0	0	*3*	1	1	31	6	*39*
7:30 PM	3	2	0	0	*5*	0	1	0	0	*1*	2	3	21	11	*37*
7:45 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	6	30	18	*54*
8:00 PM	2	0	0	0	*2*	0	0	0	0	*0*	3	1	25	8	*37*
8:15 PM	1	1	0	0	*2*	0	0	2	0	*2*	0	7	33	32	*72*
8:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	19	3	*22*
8:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	4	37	7	*51*
9:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	3	0	12	4	*19*
9:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	5	8	4	*19*
9:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	6	2	14	10	*32*
9:45 PM	0	1	0	0	*1*	3	0	0	0	*3*	0	5	13	3	*21*
Count Total	24	23	1	0	*48*	7	2	2	0	*11*	39	70	385	168	*662*
Peak Hour	**9**	**9**	**1**	**0**	***19***	**1**	**1**	**0**	**0**	***2***	**13**	**29**	**107**	**46**	***195***

EL PASO BLVD
LOVERS LN

Date: Sat, Jun 30, 2018
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 9:00 AM to 10:00 AM





	HV %:	PHF
EB	0.0%	0.88
WB	-	-
NB	7.3%	0.85
SB	0.0%	0.78
TOTAL	2.5%	0.84

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				0 Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM	0	1	0	4	0	0	0	0	0	2	9	0	0	0	6	4	26	0
9:15 AM	0	3	0	2	0	0	0	0	0	3	4	0	0	0	9	3	24	0
9:30 AM	0	3	0	2	0	0	0	0	0	1	10	0	0	0	13	6	35	0
9:45 AM	0	3	0	3	0	0	0	0	0	3	9	0	0	0	12	6	36	121
Peak Hour	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**9**	**32**	**0**	**0**	**0**	**40**	**19**	**121**	**0**

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	0	0	1	0	*1*	4	0	0	0	*4*	0	9	0	7	*16*
9:15 AM	0	0	0	0	*0*	0	0	0	1	*1*	0	11	1	5	*17*
9:30 AM	0	0	1	0	*1*	1	0	0	2	*3*	0	8	0	3	*11*
9:45 AM	0	0	1	0	*1*	2	0	1	1	*4*	0	3	0	4	*7*
Peak Hour	**0**	**0**	**3**	**0**	***3***	**7**	**0**	**1**	**4**	***12***	**0**	**31**	**1**	**19**	***51***

Four-Hour Count Summaries

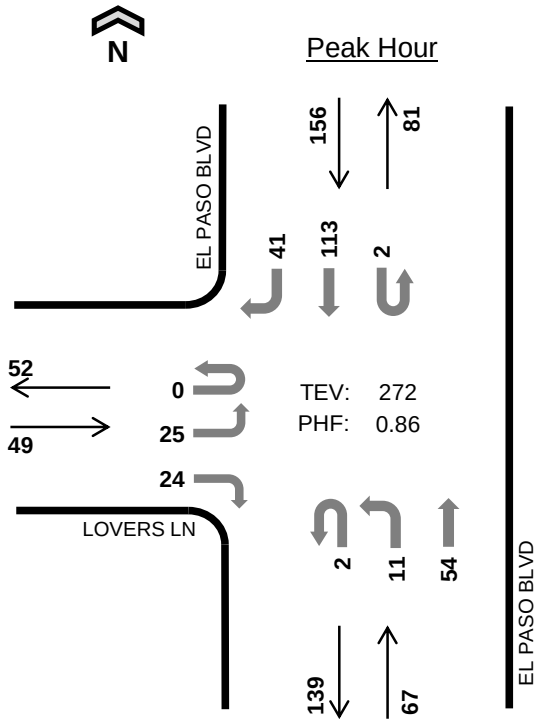
Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
6:15 AM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	2	3	8	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	1	6	0
6:45 AM	0	1	0	0	0	0	0	0	0	1	3	0	0	0	8	1	14	33
7:00 AM	0	2	0	0	0	0	0	0	0	1	2	0	1	0	3	2	11	39
7:15 AM	0	0	0	1	0	0	0	0	0	2	4	0	1	0	10	0	18	49
7:30 AM	0	1	0	0	0	0	0	0	0	3	5	0	1	0	6	1	17	60
7:45 AM	0	3	0	3	0	0	0	0	0	4	8	0	0	0	2	2	22	68
8:00 AM	0	0	0	1	0	0	0	0	0	2	4	0	0	0	6	1	14	71
8:15 AM	0	2	0	2	0	0	0	0	0	0	5	0	0	0	8	1	18	71
8:30 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	4	2	11	65
8:45 AM	0	3	0	2	0	0	0	0	0	2	10	0	1	0	11	4	33	76
9:00 AM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**6**	**4**	**26**	88
9:15 AM	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**9**	**3**	**24**	94
9:30 AM	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**13**	**6**	**35**	118
9:45 AM	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**0**	**0**	**0**	**12**	**6**	**36**	**121**
Count Total	0	24	0	20	0	0	0	0	1	24	83	0	5	0	104	37	298	0
Peak Hour	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**9**	**32**	**0**	**0**	**0**	**40**	**19**	**121**	**0**

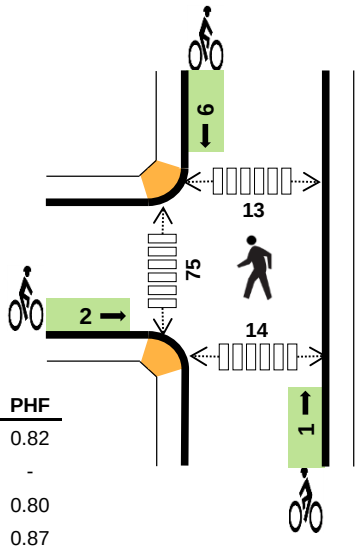
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	2	1	0	*3*
6:45 AM	0	0	1	0	*1*	2	0	0	0	*2*	0	0	0	2	*2*
7:00 AM	0	0	1	0	*1*	1	0	0	1	*2*	0	1	0	0	*1*
7:15 AM	0	0	0	0	*0*	1	0	0	0	*1*	0	6	0	0	*6*
7:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	4	0	0	*4*
7:45 AM	0	0	1	0	*1*	0	0	0	5	*5*	0	13	2	0	*15*
8:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	3	0	0	*3*
8:15 AM	0	0	0	0	*0*	1	0	1	3	*5*	0	0	3	2	*5*
8:30 AM	0	0	1	0	*1*	0	0	2	1	*3*	0	2	2	1	*5*
8:45 AM	0	0	1	0	*1*	1	0	1	2	*4*	0	7	0	0	*7*
9:00 AM	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**0**	***4***	**0**	**9**	**0**	**7**	*16*
9:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**11**	**1**	**5**	*17*
9:30 AM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**2**	***3***	**0**	**8**	**0**	**3**	*11*
9:45 AM	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**1**	**1**	***4***	**0**	**3**	**0**	**4**	***7***
Count Total	0	0	12	0	*12*	13	0	5	16	*34*	0	70	9	24	*103*
Peak Hr	**0**	**0**	**3**	**0**	***3***	**7**	**0**	**1**	**4**	***12***	**0**	**31**	**1**	**19**	***51***

EL PASO BLVD
LOVERS LN

Date: Sat, Jun 30, 2018
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:30 PM to 1:30 PM





	HV %:	PHF
EB	0.0%	0.82
WB	-	-
NB	9.0%	0.80
SB	0.0%	0.87
TOTAL	2.2%	0.86

Four-Hour Count Summaries

Interval Start	LOVERS LN Eastbound				0 Westbound				EL PASO BLVD Northbound				EL PASO BLVD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM	0	6	0	6	0	0	0	0	1	3	17	0	0	0	23	10	66	0
12:45 PM	0	3	0	5	0	0	0	0	0	1	14	0	1	0	32	7	63	0
1:00 PM	0	9	0	5	0	0	0	0	1	3	16	0	1	0	30	14	79	0
1:15 PM	0	7	0	8	0	0	0	0	0	4	7	0	0	0	28	10	64	272
Peak Hour	0	25	0	24	0	0	0	0	2	11	54	0	2	0	113	41	272	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:30 PM	0	0	1	0	*1*	0	0	0	1	*1*	0	19	1	4	*24*
12:45 PM	0	0	2	0	*2*	1	0	0	4	*5*	0	12	4	2	*18*
1:00 PM	0	0	1	0	*1*	1	0	1	0	*2*	0	26	1	5	*32*
1:15 PM	0	0	2	0	*2*	0	0	0	1	*1*	0	18	7	3	*28*
Peak Hour	0	0	6	0	*6*	2	0	1	6	*9*	0	75	13	14	*102*

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	1	0	3	0	0	0	0	0	1	6	0	0	0	12	2	25	0
10:15 AM	0	2	0	2	0	0	0	0	0	1	8	0	0	0	16	5	34	0
10:30 AM	0	1	0	2	0	0	0	0	0	2	10	0	0	0	12	1	28	0
10:45 AM	0	2	0	1	0	0	0	0	0	3	8	0	0	0	18	2	34	121
11:00 AM	0	1	0	3	0	0	0	0	0	1	12	0	0	0	15	5	37	133
11:15 AM	0	3	0	4	0	0	0	0	0	3	8	0	0	0	19	8	45	144
11:30 AM	0	3	0	2	0	0	0	0	0	2	13	0	0	0	14	7	41	157
11:45 AM	0	7	0	3	0	0	0	0	0	2	17	0	1	0	21	8	59	182
12:00 PM	0	8	0	2	0	0	0	0	0	3	24	0	1	0	11	6	55	200
12:15 PM	0	5	0	8	0	0	0	0	0	2	12	0	1	0	22	12	62	217
12:30 PM	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**3**	**17**	**0**	**0**	**0**	**23**	**10**	**66**	242
12:45 PM	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**0**	**1**	**0**	**32**	**7**	**63**	246
1:00 PM	**0**	**9**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**3**	**16**	**0**	**1**	**0**	**30**	**14**	**79**	270
1:15 PM	**0**	**7**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**7**	**0**	**0**	**0**	**28**	**10**	**64**	**272**
1:30 PM	0	3	0	6	0	0	0	0	0	4	18	0	0	0	19	12	62	268
1:45 PM	0	6	0	3	0	0	0	0	1	0	8	0	0	0	18	5	41	246
Count Total	0	67	0	63	0	0	0	0	3	35	198	0	5	0	310	114	795	0
Peak Hour	**0**	**25**	**0**	**24**	**0**	**0**	**0**	**0**	**2**	**11**	**54**	**0**	**2**	**0**	**113**	**41**	**272**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

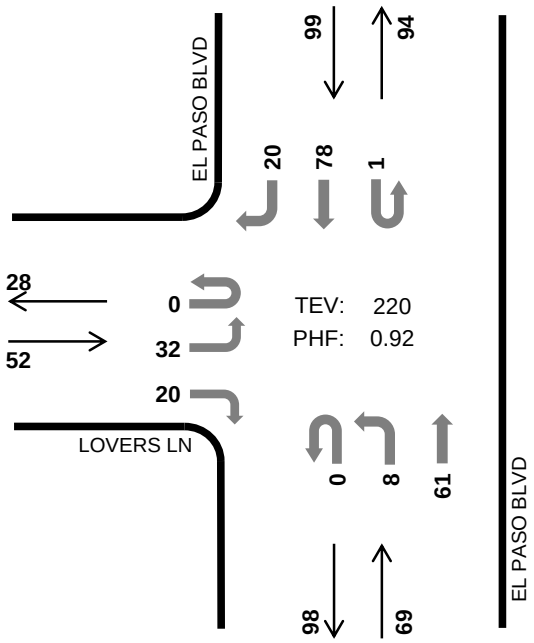
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	1	0	*1*	1	0	0	0	*1*	0	21	1	1	*23*
10:15 AM	0	0	1	0	*1*	0	0	0	1	*1*	0	3	3	1	*7*
10:30 AM	0	0	3	0	*3*	1	0	0	5	*6*	0	9	4	1	*14*
10:45 AM	0	0	1	0	*1*	0	0	0	2	*2*	0	16	11	2	*29*
11:00 AM	0	0	3	0	*3*	4	0	0	0	*4*	0	10	2	2	*14*
11:15 AM	0	0	1	0	*1*	3	0	0	1	*4*	0	22	3	1	*26*
11:30 AM	0	0	2	0	*2*	0	0	0	1	*1*	0	19	1	2	*22*
11:45 AM	0	0	1	0	*1*	1	0	0	3	*4*	0	18	0	0	*18*
12:00 PM	0	0	3	0	*3*	3	0	5	4	*12*	0	9	0	4	*13*
12:15 PM	0	0	1	0	*1*	0	0	0	1	*1*	0	19	1	0	*20*
12:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**19**	**1**	**4**	*24*
12:45 PM	**0**	**0**	**2**	**0**	***2***	**1**	**0**	**0**	**4**	***5***	**0**	**12**	**4**	**2**	*18*
1:00 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**1**	**0**	***2***	**0**	**26**	**1**	**5**	*32*
1:15 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**1**	***1***	**0**	**18**	**7**	**3**	***28***
1:30 PM	0	0	1	0	*1*	1	0	0	0	*1*	0	11	0	1	*12*
1:45 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	9	4	6	*19*
Count Total	0	0	25	0	*25*	16	0	6	26	*48*	0	241	43	35	*319*
Peak Hr	**0**	**0**	**6**	**0**	***6***	**2**	**0**	**1**	**6**	***9***	**0**	**75**	**13**	**14**	***102***

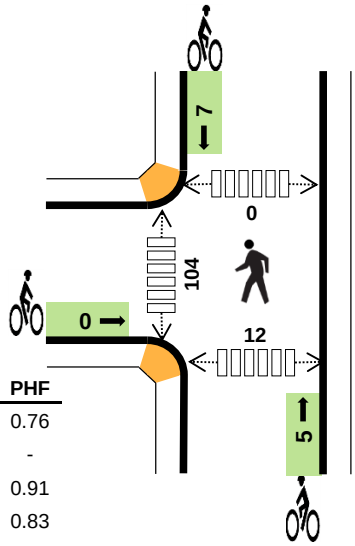
EL PASO BLVD
LOVERS LN

Date: Sat, Jun 30, 2018
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.0%	0.76
WB	-	-
NB	8.7%	0.91
SB	0.0%	0.83
TOTAL	2.7%	0.92

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	6	0	6	0	0	0	0	0	2	17	0	0	0	24	2	57	0
2:15 PM	0	10	0	1	0	0	0	0	0	3	13	0	0	0	13	5	45	0
2:30 PM	0	11	0	6	0	0	0	0	0	2	16	0	1	0	17	7	60	0
2:45 PM	0	5	0	7	0	0	0	0	0	1	15	0	0	0	24	6	58	220
Peak Hour	0	32	0	20	0	0	0	0	0	8	61	0	1	0	78	20	220	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	1	0	*1*	0	0	0	1	*1*	0	17	0	2	*19*
2:15 PM	0	0	2	0	*2*	0	0	0	2	*2*	0	17	0	3	*20*
2:30 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	39	0	6	*45*
2:45 PM	0	0	2	0	*2*	0	0	5	2	*7*	0	31	0	1	*32*
Peak Hour	0	0	6	0	*6*	0	0	5	7	*12*	0	104	0	12	*116*

Four-Hour Count Summaries

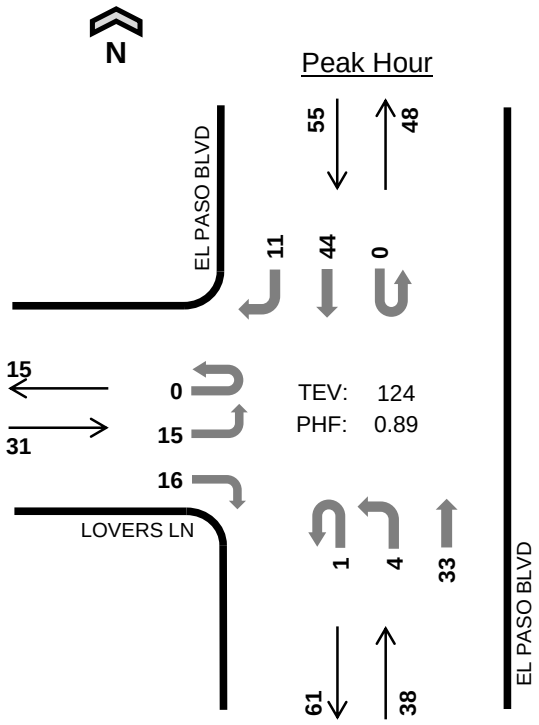
Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	**0**	**0**	**0**	**24**	**2**	**57**	0
2:15 PM	**0**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**13**	**0**	**0**	**0**	**13**	**5**	**45**	0
2:30 PM	**0**	**11**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**16**	**0**	**1**	**0**	**17**	**7**	**60**	0
2:45 PM	**0**	**5**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**24**	**6**	**58**	**220**
3:00 PM	0	6	0	9	0	0	0	0	1	0	9	0	0	0	15	4	44	207
3:15 PM	0	5	0	1	0	0	0	0	0	1	7	0	0	0	22	0	36	198
3:30 PM	0	1	0	2	0	0	0	0	1	1	13	0	0	0	17	5	40	178
3:45 PM	0	9	0	4	0	0	0	0	0	2	12	0	0	0	26	4	57	177
4:00 PM	0	7	0	5	0	0	0	0	0	2	14	0	0	0	20	2	50	183
4:15 PM	0	3	0	6	0	0	0	0	0	1	11	0	0	0	13	8	42	189
4:30 PM	0	6	0	7	0	0	0	0	1	0	12	0	0	0	23	6	55	204
4:45 PM	0	7	0	1	0	0	0	0	0	1	12	0	1	0	15	6	43	190
5:00 PM	0	1	0	2	0	0	0	0	0	1	10	0	0	0	18	2	34	174
5:15 PM	0	8	0	2	0	0	0	0	0	1	13	0	0	0	12	3	39	171
5:30 PM	0	4	0	4	0	0	0	0	0	1	6	0	0	0	17	5	37	153
5:45 PM	0	1	0	6	0	0	0	0	0	0	14	0	0	0	18	3	42	152
Count Total	0	90	0	69	0	0	0	0	3	19	194	0	2	0	294	68	739	0
Peak Hour	**0**	**32**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**8**	**61**	**0**	**1**	**0**	**78**	**20**	**220**	**0**

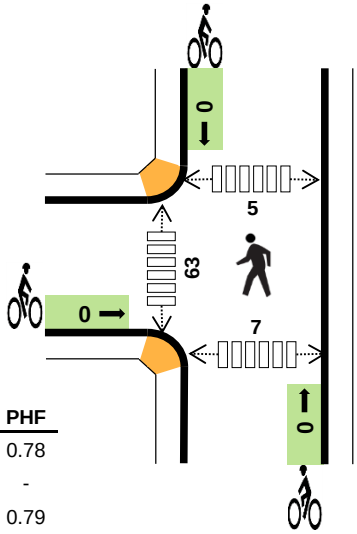
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**17**	**0**	**2**	*19*
2:15 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**2**	***2***	**0**	**17**	**0**	**3**	*20*
2:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**39**	**0**	**6**	*45*
2:45 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**5**	**2**	***7***	**0**	**31**	**0**	**1**	***32***
3:00 PM	0	0	1	0	*1*	1	0	0	1	*2*	0	19	0	4	*23*
3:15 PM	0	0	1	0	*1*	2	0	2	1	*5*	0	14	0	8	*22*
3:30 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	3	0	2	*5*
3:45 PM	0	0	2	0	*2*	0	0	2	0	*2*	0	20	0	0	*20*
4:00 PM	0	0	1	0	*1*	0	0	0	2	*2*	0	32	0	10	*42*
4:15 PM	0	0	2	0	*2*	2	0	0	0	*2*	0	18	3	0	*21*
4:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	18	0	8	*26*
4:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	40	0	0	*40*
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	18	1	3	*22*
5:15 PM	0	0	2	0	*2*	0	0	0	1	*1*	0	8	0	3	*11*
5:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	5	0	4	*9*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	4	2	1	*7*
Count Total	0	0	23	0	*23*	5	0	9	14	*28*	0	303	6	55	*364*
Peak Hr	**0**	**0**	**6**	**0**	***6***	**0**	**0**	**5**	**7**	***12***	**0**	**104**	**0**	**12**	***116***

EL PASO BLVD
LOVERS LN

Date: Sat, Jun 30, 2018
Count Period: 6:00 PM to 10:00 PM
Peak Hour: 6:00 PM to 7:00 PM





	HV %:	PHF
EB	0.0%	0.78
WB	-	-
NB	15.8%	0.79
SB	0.0%	0.92
TOTAL	4.8%	0.89

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	0	4	0	6	0	0	0	0	1	1	7	0	0	0	11	3	33	0
6:15 PM	0	5	0	3	0	0	0	0	0	1	11	0	0	0	11	4	35	0
6:30 PM	0	2	0	3	0	0	0	0	0	0	9	0	0	0	10	3	27	0
6:45 PM	0	4	0	4	0	0	0	0	0	2	6	0	0	0	12	1	29	124
Peak Hour	0	15	0	16	0	0	0	0	1	4	33	0	0	0	44	11	124	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	13	3	0	*16*
6:15 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	37	0	0	*37*
6:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	7	2	5	*14*
6:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	6	0	2	*8*
Peak Hour	0	0	6	0	*6*	0	0	0	0	*0*	0	63	5	7	*75*

Four-Hour Count Summaries

Interval Start	LOVERS LN				0				EL PASO BLVD				EL PASO BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 PM	**0**	**4**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**1**	**7**	**0**	**0**	**0**	**11**	**3**	**33**	0
6:15 PM	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**11**	**4**	**35**	0
6:30 PM	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**10**	**3**	**27**	0
6:45 PM	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**12**	**1**	**29**	**124**
7:00 PM	0	1	0	1	0	0	0	0	1	0	8	0	0	0	5	3	19	110
7:15 PM	0	4	0	0	0	0	0	0	0	0	4	0	0	0	9	4	21	96
7:30 PM	0	2	0	4	0	0	0	0	0	1	8	0	1	0	8	0	24	93
7:45 PM	0	4	0	1	0	0	0	0	0	0	4	0	0	0	17	2	28	92
8:00 PM	0	3	0	5	0	0	0	0	0	2	4	0	0	0	10	0	24	97
8:15 PM	0	1	0	3	0	0	0	0	0	0	4	0	0	0	11	3	22	98
8:30 PM	0	5	0	3	0	0	0	0	0	1	2	0	0	0	11	1	23	97
8:45 PM	0	0	0	1	0	0	0	0	0	0	9	0	0	0	4	0	14	83
9:00 PM	0	2	0	3	0	0	0	0	0	0	3	0	0	0	13	3	24	83
9:15 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	12	1	17	78
9:30 PM	0	2	0	1	0	0	0	0	1	0	2	0	0	0	9	1	16	71
9:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	8	1	11	68
Count Total	0	42	0	38	0	0	0	0	3	8	84	0	1	0	161	30	367	0
Peak Hour	**0**	**15**	**0**	**16**	**0**	**0**	**0**	**0**	**1**	**4**	**33**	**0**	**0**	**0**	**44**	**11**	**124**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**13**	**3**	**0**	*16*
6:15 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**37**	**0**	**0**	*37*
6:30 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**2**	**5**	*14*
6:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**6**	**0**	**2**	***8***
7:00 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	17	1	8	*26*
7:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	8	0	5	*13*
7:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	8	2	2	*12*
7:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	6	0	0	*6*
8:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	6	0	3	*9*
8:15 PM	0	0	0	0	*0*	1	0	2	0	*3*	0	3	0	0	*3*
8:30 PM	0	0	0	0	*0*	2	0	0	1	*3*	0	3	0	4	*7*
8:45 PM	0	0	0	0	*0*	1	0	0	0	*1*	0	7	4	0	*11*
9:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	9	6	2	*17*
9:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	5	0	3	*8*
9:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	12	0	*12*	4	0	2	1	*7*	0	135	18	34	*187*
Peak Hr	**0**	**0**	**6**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**63**	**5**	**7**	***75***

APPENDIX B
EL PASO BOULEVARD TRAFFIC SIGNAL WARRANT ANALYSIS

TEAPAC[Ver 9.01.01] - MUTCD Warrant Analysis

Conditions Used for Warrant Analysis	2009 MUTCD

Intersection # 1

Major Street Direction	EastWest
Number of Lanes in North-South direction	1
Number of Lanes in East-West direction	1
Approach speed on major street is greater than 40 mph	Yes
Isolated community has population less than 10,000	No
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to improve conditions	No
Number of accidents correctable by a signal	0
Peak hour stop sign delay for worst minor approach (veh-hours)	2
Number of accidents correctable by a multi-way stop	0
Peak hour average delay for all minor approaches (sec/veh)	2

TEAPAC[Ver 9.01.01] - Warrant Analysis for Traffic Signal

Warrant 1A Analysis - 8-Hour Minimum Vehicular Volume

Start Time	1300	1200	1430	1545	1100	1700	1000	1800	Req.
Minor Volume	123	105	103	101	82	79	68	61	105
Major Volume	902	1028	932	974	847	786	730	764	350
Warrant Met?	Yes	Yes	No	No	No	No	No	No	8

Number of 1-hour periods meeting the warrant	2
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 1A IS NOT MET <<

Warrant 1B Analysis - 8-Hour Interruption of Continuous Traffic

Start Time	1230	1430	1330	1530	1130	1730	1030	1630	Req.
Minor Volume	138	103	94	93	80	79	77	77	53
Major Volume	933	932	959	977	969	739	779	918	525
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant	10
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 1B IS MET <<

TEAPAC[Ver 9.01.01] - Warrant Analysis for Traffic Signal

Warrant 1A Analysis (80%) - 8-Hour Minimum Vehicular Volume

Start Time	1245	1445	1545	1145	1345	1045	1700	945	Req.
Minor Volume	133	103	101	93	89	80	79	65	84
Major Volume	937	958	974	995	927	811	786	686	280
Warrant Met?	Yes	Yes	Yes	Yes	Yes	No	No	No	8

Number of 1-hour periods meeting the warrant (56% allowed) 5

Warrant 1B Analysis (80%) - 8-Hour Interruption of Continuous Traf

Start Time	1300	1200	1500	1400	1600	1100	1700	1000	Req.
Minor Volume	123	105	100	94	90	82	79	68	42
Major Volume	902	1028	966	931	967	847	786	730	420
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant (56% allowed) 13

Warrant 1C Analysis - 8-Hour Combination of Warrants

80% of Warrants 1A and 1B are met (56% allowed)	No
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to reduce delays	No

>> WARRANT 1C IS NOT MET <<

Warrant 2 Analysis - 4-Hour Vehicular Volume

Start Time	1300	1200	1500	1400	1600	1100	1700	1000	Req.
Minor Volume	123	105	100	94	90	82	79	68	——
Minor Reqrmt	60	60	60	60	60	60	61	67	<--
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	4

Number of 1-hour periods meeting the warrant	8
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 2 IS MET <<

TEAPAC[Ver 9.01.01] - Warrant Analysis for Traffic Signal

Warrant 3A Analysis - Peak Hour Delay

Start Time	1300	1200	1430	1545	1100	1700	1000	1800	Req.
Minor Volume	123	105	103	101	82	79	68	61	100
Total Volume	1148	1238	1138	1176	1011	944	866	886	800
Warrant Met?	Yes	Yes	Yes	Yes	No	No	No	No	1

Number of 1-hour periods meeting the warrant	4
Signal will not seriously disrupt progressive traffic flow	Yes
Delay for worst minor approach (must be at least 4 veh-hours)	2

>> WARRANT 3A IS NOT MET <<

Warrant 3B Analysis - Peak Hour Volume

Start Time	1245	1445	1545	1145	1345	1045	1700	945	Req.
Minor Volume	133	103	101	93	89	80	79	65	——
Minor Reqrmt	86	84	83	81	87	112	119	150	<--
Warrant Met?	Yes	Yes	Yes	Yes	Yes	No	No	No	1

Number of 1-hour periods meeting the warrant	5
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 3B IS MET <<

Warrant 7 Analysis - Crash Experience

80% of Warrant 1A or 1B is met	Yes
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to reduce accidents	No
Number of correctable accidents (must be 5 or more per year)	0

>> WARRANT 7 IS NOT MET <<

Summary of MUTCD Traffic Signal Warrant Analysis

Warrant 1A 8-Hour Minimum Vehicular Volume	NOT MET
Warrant 1B 8-Hour Interruption of Continuous Traffic	MET
Warrant 1C 8-Hour Combination of Warrants	NOT MET
Warrant 2 4-Hour Vehicular Volume	MET
Warrant 3A Peak Hour Delay	NOT MET
Warrant 3B Peak Hour Volume	MET
Warrant 7 Crash Experience	NOT MET

>> Traffic Signal Warrant is MET <<

TEAPAC[Ver 9.01.01] - Warrant Analysis for Multi-way Stop

Warrant A Analysis - Interim Measure for Signal

If signal warrants are met, a temporary multi-way stop is allowed

>> WARRANT A IS MET <<

Warrant B Analysis - Crash Experience

Number of correctable accidents (must be 5 or more per year) 0

>> WARRANT B IS NOT MET <<

Warrant C Analysis - 8-Hour Minimum Vehicular Volume

Start Time	1230	1430	1330	1530	1130	1730	1030	1630	Req.
Minor Volume	276	206	188	186	160	158	154	154	140
Major Volume	933	932	959	977	969	739	779	918	210
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Average minor volume for 8 highest minor hours	185
Average major volume for 8 highest minor hours	901
Delay for all minor approaches (must be at least 30 sec/veh)	2

>> WARRANT C IS NOT MET <<

Warrant D Analysis - 8-Hour Combination of Warrants

Start Time	1245	1445	1545	1145	1345	1045	1700	945	Req.
Minor Volume	266	206	202	186	178	160	158	130	160
Major Volume	937	958	974	995	927	811	786	686	240
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	8

Average minor volume for 8 highest minor hours	186
Average major volume for 8 highest minor hours	884
Number of correctable accidents (must be 4 or more per year)	0
Delay for all minor approaches (must be at least 24 sec/veh)	2

>> WARRANT D IS NOT MET <<

Summary of MUTCD Multi-way Stop Warrant Analysis

Warrant A Interim Measure for Signal	MET
Warrant B Crash Experience	NOT MET
Warrant C 8-Hour Minimum Vehicular Volume	NOT MET
Warrant D 8-Hour Combination of Warrants	NOT MET

>> Multi-way Stop Warrant is MET <<

APPENDIX C
EXISTING INTERSECTION CAPACITY ANALYSIS

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	386	378	211
Demand Flow Rate, veh/h	397	379	218
Vehicles Circulating, veh/h	158	70	438
Vehicles Exiting, veh/h	291	586	117
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	207	163	205
Ped Cap Adj	0.929	0.951	0.946
Approach Delay, s/veh	9.6	7.7	9.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	397	379	218
Cap Entry Lane, veh/h	965	1054	729
Entry HV Adj Factor	0.972	0.997	0.968
Flow Entry, veh/h	386	378	211
Cap Entry, veh/h	872	999	667
V/C Ratio	0.443	0.378	0.316
Control Delay, s/veh	9.6	7.7	9.4
LOS	A	A	A
95th %tile Queue, veh	2	2	1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	439	364	3	5	2
Future Vol, veh/h	50	439	364	3	5	2
Conflicting Peds, #/hr	387	0	0	387	125	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	91	91	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	493	400	3	5	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	790	0	-	0	1520	798
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	731	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	830	-	-	-	131	386
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	823	-	-	-	49	242
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	280	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	69.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	823	-	-	-	63
HCM Lane V/C Ratio	0.068	-	-	-	0.121
HCM Control Delay (s)	9.7	-	-	-	69.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	431	500	11	0	16
Future Vol, veh/h	13	431	500	11	0	16
Conflicting Peds, #/hr	506	0	0	506	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	90	90	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	15	501	556	12	0	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1074	0	-	0	1600	1074
Stage 1	-	-	-	-	1068	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	649	-	-	-	118	270
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	645	-	-	-	31	139
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	300	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	38.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	139
HCM Lane V/C Ratio	0.023	-	-	-	0.23
HCM Control Delay (s)	10.7	-	-	-	38.5
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	3	7	18	1	19
Future Vol, veh/h	6	3	7	18	1	19
Conflicting Peds, #/hr	0	20	20	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	56	56	89	89	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	5	8	20	1	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	69	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	36	-
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	-	-	1588	-	941	1046
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	918	1026
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1588	-
HCM Lane V/C Ratio	0.028	-	-	0.005	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	398	33	45	489	22	76
Future Volume (vph)	398	33	45	489	22	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.98		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		0.91	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1815		1608	1863	1682	
Flt Permitted	1.00		0.48	1.00	0.99	
Satd. Flow (perm)	1815		809	1863	1682	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.84	0.84
Adj. Flow (vph)	447	37	49	537	26	90
RTOR Reduction (vph)	1	0	0	0	82	0
Lane Group Flow (vph)	483	0	49	537	34	0
Confl. Peds. (#/hr)		101	101		144	
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	50.7		50.7	50.7	5.9	
Effective Green, g (s)	50.7		50.7	50.7	5.9	
Actuated g/C Ratio	0.77		0.77	0.77	0.09	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1402		625	1439	151	
v/s Ratio Prot	0.27			c0.29	c0.02	
v/s Ratio Perm			0.06			
v/c Ratio	0.34		0.08	0.37	0.23	
Uniform Delay, d1	2.3		1.8	2.4	27.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7		0.2	0.7	0.8	
Delay (s)	3.0		2.0	3.1	28.5	
Level of Service	A		A	A	C	
Approach Delay (s)	3.0			3.0	28.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	251	1	6	242	14	2	3	19	9	1	38
Future Vol, veh/h	23	251	1	6	242	14	2	3	19	9	1	38
Conflicting Peds, #/hr	96	0	17	17	0	96	17	0	15	15	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	82	82	82	50	50	50	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	302	1	7	295	17	4	6	38	12	1	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	321	0	0	736	798	335	809	790	417
Stage 1	-	-	-	-	-	-	375	375	-	414	414	-
Stage 2	-	-	-	-	-	-	361	423	-	395	376	-
Critical Hdwy	4.13	-	-	4.13	-	-	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	2.227	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1233	-	-	337	321	712	301	325	640
Stage 1	-	-	-	-	-	-	650	621	-	620	597	-
Stage 2	-	-	-	-	-	-	662	591	-	634	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1126	-	-	1215	-	-	289	278	690	245	282	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	278	-	245	282	-
Stage 1	-	-	-	-	-	-	624	596	-	549	539	-
Stage 2	-	-	-	-	-	-	589	534	-	570	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	12.5	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	530	1126	-	-	1215	-	-	450
HCM Lane V/C Ratio	0.091	0.025	-	-	0.006	-	-	0.142
HCM Control Delay (s)	12.5	8.3	-	-	8	-	-	14.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	24	13	54	113	41
Future Vol, veh/h	25	24	13	54	113	41
Conflicting Peds, #/hr	13	14	75	0	0	75
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	80	80	87	87
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	30	29	16	68	130	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	341	242	252	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	659	802	1274	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	561	735	1257	-	-	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	635	-	-
HCM Lane V/C Ratio	0.013	-	0.094	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	492	379	208
Demand Flow Rate, veh/h	511	380	215
Vehicles Circulating, veh/h	165	67	501
Vehicles Exiting, veh/h	282	649	175
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	161	148	127
Ped Cap Adj	0.955	0.960	0.980
Approach Delay, s/veh	11.9	7.6	9.7
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	511	380	215
Cap Entry Lane, veh/h	958	1057	685
Entry HV Adj Factor	0.962	0.996	0.967
Flow Entry, veh/h	492	379	208
Cap Entry, veh/h	880	1010	649
V/C Ratio	0.559	0.375	0.321
Control Delay, s/veh	11.9	7.6	9.7
LOS	B	A	A
95th %tile Queue, veh	4	2	1

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	459	326	0	8	7
Future Vol, veh/h	45	459	326	0	8	7
Conflicting Peds, #/hr	470	0	0	470	207	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	63	63
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	49	504	379	0	13	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	849	0	-	0	1659	870
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	810	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	789	-	-	-	109	354
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	773	-	-	-	31	192
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	228	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	126.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	773	-	-	-	51
HCM Lane V/C Ratio	0.064	-	-	-	0.467
HCM Control Delay (s)	10	-	-	-	126.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	456	432	15	2	32
Future Vol, veh/h	16	456	432	15	2	32
Conflicting Peds, #/hr	553	0	0	553	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	95	95	65	65
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	17	496	455	16	3	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1024	0	-	0	1550	1020
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	678	-	-	-	127	290
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	675	-	-	-	28	137
Mov Cap-2 Maneuver	-	-	-	-	28	-
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	273	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	63.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	675	-	-	-	111
HCM Lane V/C Ratio	0.026	-	-	-	0.471
HCM Control Delay (s)	10.5	-	-	-	63.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	1	3	15	0	31
Future Vol, veh/h	11	1	3	15	0	31
Conflicting Peds, #/hr	0	8	8	0	0	3
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	50	50	64	64	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	2	5	23	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	64	34
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	33	-
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	-	947	1045
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	937	1034
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1588	-
HCM Lane V/C Ratio	0.035	-	-	0.003	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	439	19	60	428	19	64
Future Volume (vph)	439	19	60	428	19	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.97	
Flpb, ped/bikes	1.00		0.89	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1834		1573	1863	1640	
Flt Permitted	1.00		0.47	1.00	0.99	
Satd. Flow (perm)	1834		786	1863	1640	
Peak-hour factor, PHF	0.93	0.93	0.96	0.96	0.90	0.90
Adj. Flow (vph)	472	20	62	446	21	71
RTOR Reduction (vph)	1	0	0	0	65	0
Lane Group Flow (vph)	491	0	63	446	27	0
Confl. Peds. (#/hr)		120	120		87	7
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	53.1		53.1	53.1	5.7	
Effective Green, g (s)	53.1		53.1	53.1	5.7	
Actuated g/C Ratio	0.78		0.78	0.78	0.08	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1436		615	1459	137	
v/s Ratio Prot	c0.27			0.24	c0.02	
v/s Ratio Perm			0.08			
v/c Ratio	0.34		0.10	0.31	0.20	
Uniform Delay, d1	2.2		1.7	2.1	28.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7		0.3	0.5	0.7	
Delay (s)	2.8		2.1	2.6	29.6	
Level of Service	A		A	A	C	
Approach Delay (s)	2.8			2.6	29.6	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	476	2	21	425	18	2	2	19	33	6	62
Future Vol, veh/h	32	476	2	21	425	18	2	2	19	33	6	62
Conflicting Peds, #/hr	183	0	30	30	0	183	43	0	11	11	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	72	72	72	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	35	523	2	22	452	19	3	3	26	39	7	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	555	0	0	1215	1324	565	1309	1315	688
Stage 1	-	-	-	-	-	-	625	625	-	689	689	-
Stage 2	-	-	-	-	-	-	590	699	-	620	626	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	933	-	-	1015	-	-	160	157	528	138	159	450
Stage 1	-	-	-	-	-	-	476	480	-	439	450	-
Stage 2	-	-	-	-	-	-	497	445	-	479	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	1004	-	-	108	118	508	100	120	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	118	-	100	120	-
Stage 1	-	-	-	-	-	-	444	448	-	348	363	-
Stage 2	-	-	-	-	-	-	362	359	-	429	448	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	17.7	56.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	895	-	-	1004	-	-	182
HCM Lane V/C Ratio	0.101	0.039	-	-	0.022	-	-	0.661
HCM Control Delay (s)	17.7	9.2	-	-	8.7	-	-	56.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	3.9

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	20	8	61	78	20
Future Vol, veh/h	32	20	8	61	78	20
Conflicting Peds, #/hr	0	12	104	0	0	104
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	91	91	83	83
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	42	26	9	67	94	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	222	222	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	700	823	1307	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	733	1292	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	619	-	-
HCM Lane V/C Ratio	0.007	-	0.111	-	-
HCM Control Delay (s)	7.8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

APPENDIX D
NO BUILD INTERSECTION CAPACITY ANALYSIS

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	479	443	211
Demand Flow Rate, veh/h	493	444	218
Vehicles Circulating, veh/h	223	70	462
Vehicles Exiting, veh/h	291	610	254
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	207	163	205
Ped Cap Adj	0.932	0.951	0.948
Approach Delay, s/veh	13.3	8.6	9.7
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	493	444	218
Cap Entry Lane, veh/h	904	1054	712
Entry HV Adj Factor	0.972	0.998	0.968
Flow Entry, veh/h	479	443	211
Cap Entry, veh/h	819	1000	653
V/C Ratio	0.585	0.443	0.323
Control Delay, s/veh	13.3	8.6	9.7
LOS	B	A	A
95th %tile Queue, veh	4	2	1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	499	424	3	5	2
Future Vol, veh/h	50	499	424	3	5	2
Conflicting Peds, #/hr	387	0	0	387	125	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	91	91	58	58
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	56	561	466	3	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	856	0	-	0	1653	864
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	798	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	784	-	-	-	109	357
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	40	223
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	262	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	94
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	52
HCM Lane V/C Ratio	0.072	-	-	-	0.232
HCM Control Delay (s)	10	-	-	-	94
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	491	560	11	0	16
Future Vol, veh/h	13	491	560	11	0	16
Conflicting Peds, #/hr	506	0	0	506	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	90	90	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	15	571	622	12	0	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1140	0	-	0	1736	1140
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	613	-	-	-	97	247
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	609	-	-	-	25	127
Mov Cap-2 Maneuver	-	-	-	-	25	-
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	278	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	42.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	609	-	-	-	127
HCM Lane V/C Ratio	0.025	-	-	-	0.252
HCM Control Delay (s)	11.1	-	-	-	42.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	3	7	18	1	19
Future Vol, veh/h	6	3	7	18	1	19
Conflicting Peds, #/hr	0	20	20	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	56	56	89	89	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	5	8	20	1	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	69	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	36	-
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	-	-	1588	-	941	1046
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	918	1026
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1588	-
HCM Lane V/C Ratio	0.028	-	-	0.005	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	458	33	45	549	22	76
Future Volume (vph)	458	33	45	549	22	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		0.92	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1821		1627	1863	1682	
Flt Permitted	1.00		0.44	1.00	0.99	
Satd. Flow (perm)	1821		752	1863	1682	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.84	0.84
Adj. Flow (vph)	515	37	49	603	26	90
RTOR Reduction (vph)	1	0	0	0	82	0
Lane Group Flow (vph)	551	0	49	603	34	0
Confl. Peds. (#/hr)		101	101		144	
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	50.7		50.7	50.7	5.9	
Effective Green, g (s)	50.7		50.7	50.7	5.9	
Actuated g/C Ratio	0.77		0.77	0.77	0.09	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1407		581	1439	151	
v/s Ratio Prot	0.30			c0.32	c0.02	
v/s Ratio Perm			0.07			
v/c Ratio	0.39		0.08	0.42	0.23	
Uniform Delay, d1	2.4		1.8	2.5	27.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		0.3	0.9	0.8	
Delay (s)	3.2		2.1	3.4	28.5	
Level of Service	A		A	A	C	
Approach Delay (s)	3.2			3.3	28.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	311	1	6	302	14	2	3	19	9	1	38
Future Vol, veh/h	23	311	1	6	302	14	2	3	19	9	1	38
Conflicting Peds, #/hr	96	0	17	17	0	96	17	0	15	15	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	82	82	82	50	50	50	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	375	1	7	368	17	4	6	38	12	1	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	481	0	0	393	0	0	882	944	407	955	935	490
Stage 1	-	-	-	-	-	-	448	448	-	487	487	-
Stage 2	-	-	-	-	-	-	434	496	-	468	448	-
Critical Hdwy	4.13	-	-	4.13	-	-	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	2.227	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1076	-	-	1160	-	-	269	264	648	240	267	582
Stage 1	-	-	-	-	-	-	594	576	-	566	554	-
Stage 2	-	-	-	-	-	-	604	549	-	579	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1143	-	-	228	228	628	193	231	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	228	-	193	231	-
Stage 1	-	-	-	-	-	-	569	552	-	501	500	-
Stage 2	-	-	-	-	-	-	532	496	-	516	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	13.7	16.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1059	-	-	1143	-	-	387
HCM Lane V/C Ratio	0.104	0.026	-	-	0.006	-	-	0.165
HCM Control Delay (s)	13.7	8.5	-	-	8.2	-	-	16.1
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	24	13	54	113	41
Future Vol, veh/h	25	24	13	54	113	41
Conflicting Peds, #/hr	13	14	75	0	0	75
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	80	80	87	87
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	30	29	16	68	130	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	341	242	252	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	659	802	1274	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	561	735	1257	-	-	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	635	-	-
HCM Lane V/C Ratio	0.013	-	0.094	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	565	423	208
Demand Flow Rate, veh/h	587	425	215
Vehicles Circulating, veh/h	210	67	566
Vehicles Exiting, veh/h	282	714	231
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	161	148	127
Ped Cap Adj	0.956	0.960	0.981
Approach Delay, s/veh	15.9	8.2	10.6
Approach LOS	C	A	B

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	587	425	215
Cap Entry Lane, veh/h	916	1057	642
Entry HV Adj Factor	0.963	0.994	0.967
Flow Entry, veh/h	565	423	208
Cap Entry, veh/h	843	1009	609
V/C Ratio	0.670	0.419	0.341
Control Delay, s/veh	15.9	8.2	10.6
LOS	C	A	B
95th %tile Queue, veh	5	2	2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	500	367	0	8	7
Future Vol, veh/h	45	500	367	0	8	7
Conflicting Peds, #/hr	470	0	0	470	207	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	63	63
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	49	549	427	0	13	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	897	0	-	0	1752	918
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	757	-	-	-	95	332
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	742	-	-	-	27	180
Mov Cap-2 Maneuver	-	-	-	-	27	-
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	217	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	153
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	742	-	-	-	45
HCM Lane V/C Ratio	0.067	-	-	-	0.529
HCM Control Delay (s)	10.2	-	-	-	153
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	497	473	15	2	32
Future Vol, veh/h	16	497	473	15	2	32
Conflicting Peds, #/hr	553	0	0	553	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	90	90	50	50
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	19	578	526	17	4	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1095	0	-	0	1706	1091
Stage 1	-	-	-	-	1087	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	637	-	-	-	102	264
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	635	-	-	-	22	124
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	248	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	102.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	635	-	-	-	97
HCM Lane V/C Ratio	0.029	-	-	-	0.701
HCM Control Delay (s)	10.8	-	-	-	102.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.6

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	1	3	15	0	31
Future Vol, veh/h	11	1	3	15	0	31
Conflicting Peds, #/hr	0	8	8	0	0	3
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	56	56	89	89	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	2	3	17	0	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	53	32
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	24	-
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	-	-	1597	-	960	1048
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	951	1037
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1592	-
HCM Lane V/C Ratio	0.042	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	480	19	60	469	19	64
Future Volume (vph)	480	19	60	469	19	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.97	
Flpb, ped/bikes	1.00		0.90	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1837		1599	1863	1641	
Flt Permitted	1.00		0.44	1.00	0.99	
Satd. Flow (perm)	1837		733	1863	1641	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.84	0.84
Adj. Flow (vph)	539	21	66	515	23	76
RTOR Reduction (vph)	1	0	0	0	69	0
Lane Group Flow (vph)	559	0	66	515	30	0
Confl. Peds. (#/hr)		120	120		87	7
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	52.3		52.3	52.3	5.8	
Effective Green, g (s)	52.3		52.3	52.3	5.8	
Actuated g/C Ratio	0.78		0.78	0.78	0.09	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1431		571	1452	141	
v/s Ratio Prot	c0.30			0.28	c0.02	
v/s Ratio Perm			0.09			
v/c Ratio	0.39		0.12	0.35	0.21	
Uniform Delay, d1	2.3		1.8	2.3	28.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		0.4	0.7	0.7	
Delay (s)	3.2		2.2	2.9	29.3	
Level of Service	A		A	A	C	
Approach Delay (s)	3.2			2.9	29.3	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	67.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	517	2	21	466	18	2	2	19	33	6	62
Future Vol, veh/h	32	517	2	21	466	18	2	2	19	33	6	62
Conflicting Peds, #/hr	83	0	30	30	0	183	43	0	11	11	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	72	72	72	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	35	568	2	22	496	19	3	3	26	39	7	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	600	0	0	1303	1413	610	1398	1404	731
Stage 1	-	-	-	-	-	-	670	670	-	733	733	-
Stage 2	-	-	-	-	-	-	633	743	-	665	671	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	977	-	-	139	139	498	119	141	425
Stage 1	-	-	-	-	-	-	450	459	-	415	429	-
Stage 2	-	-	-	-	-	-	471	425	-	453	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	861	-	-	967	-	-	91	105	479	86	106	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	105	-	86	106	-
Stage 1	-	-	-	-	-	-	419	428	-	329	346	-
Stage 2	-	-	-	-	-	-	338	343	-	404	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	19.2	73.1
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	861	-	-	967	-	-	162
HCM Lane V/C Ratio	0.112	0.041	-	-	0.023	-	-	0.742
HCM Control Delay (s)	19.2	9.4	-	-	8.8	-	-	73.1
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	4.6

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	20	8	61	78	20
Future Vol, veh/h	32	20	8	61	78	20
Conflicting Peds, #/hr	0	12	104	0	0	104
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	91	91	83	83
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	42	26	9	67	94	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	222	222	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	700	823	1307	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	733	1292	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	619	-	-
HCM Lane V/C Ratio	0.007	-	0.111	-	-
HCM Control Delay (s)	7.8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

APPENDIX E
BUILD INTERSECTION CAPACITY ANALYSIS

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	498	465	211
Demand Flow Rate, veh/h	512	466	218
Vehicles Circulating, veh/h	245	70	503
Vehicles Exiting, veh/h	291	651	254
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	207	163	205
Ped Cap Adj	0.934	0.951	0.951
Approach Delay, s/veh	14.6	9.0	10.3
Approach LOS	B	A	B

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	512	466	218
Cap Entry Lane, veh/h	884	1054	683
Entry HV Adj Factor	0.972	0.997	0.968
Flow Entry, veh/h	498	465	211
Cap Entry, veh/h	802	999	629
V/C Ratio	0.620	0.465	0.336
Control Delay, s/veh	14.6	9.0	10.3
LOS	B	A	B
95th %tile Queue, veh	4	3	1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	536	444	3	6	2
Future Vol, veh/h	50	536	444	3	6	2
Conflicting Peds, #/hr	387	0	0	387	125	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	91	91	58	58
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	56	602	488	3	10	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	878	0	-	0	1717	886
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	769	-	-	-	100	346
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	762	-	-	-	37	217
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	250	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	110.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	762	-	-	-	47
HCM Lane V/C Ratio	0.074	-	-	-	0.293
HCM Control Delay (s)	10.1	-	-	-	110.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	512	560	25	0	36
Future Vol, veh/h	29	512	560	25	0	36
Conflicting Peds, #/hr	506	0	0	506	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	90	90	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	34	595	622	28	0	72

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1156	0	-	0	1806	1148
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	664	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	604	-	-	-	88	244
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	601	-	-	-	22	126
Mov Cap-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	252	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	66.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	601	-	-	-	126
HCM Lane V/C Ratio	0.056	-	-	-	0.571
HCM Control Delay (s)	11.3	-	-	-	66.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.8

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	7	16	18	2	43
Future Vol, veh/h	6	7	16	18	2	43
Conflicting Peds, #/hr	0	20	20	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	56	56	89	89	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	13	18	20	3	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	93	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	56	-
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	-	-	1579	-	912	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	884	1021
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1014	-	-	1579	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	479	33	45	563	22	76
Future Volume (vph)	479	33	45	563	22	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		0.92	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1823		1633	1863	1682	
Flt Permitted	1.00		0.43	1.00	0.99	
Satd. Flow (perm)	1823		732	1863	1682	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.84	0.84
Adj. Flow (vph)	538	37	49	619	26	90
RTOR Reduction (vph)	1	0	0	0	82	0
Lane Group Flow (vph)	574	0	49	619	34	0
Confl. Peds. (#/hr)		101	101		144	
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	50.7		50.7	50.7	5.9	
Effective Green, g (s)	50.7		50.7	50.7	5.9	
Actuated g/C Ratio	0.77		0.77	0.77	0.09	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1408		565	1439	151	
v/s Ratio Prot	0.31			c0.33	c0.02	
v/s Ratio Perm			0.07			
v/c Ratio	0.41		0.09	0.43	0.23	
Uniform Delay, d1	2.5		1.8	2.5	27.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.9		0.3	0.9	0.8	
Delay (s)	3.3		2.1	3.5	28.5	
Level of Service	A		A	A	C	
Approach Delay (s)	3.3			3.4	28.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	332	1	6	316	14	2	3	19	33	1	38
Future Vol, veh/h	23	332	1	6	316	14	2	3	19	33	1	38
Conflicting Peds, #/hr	96	0	17	17	0	96	17	0	15	15	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	82	82	82	50	50	50	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	400	1	7	385	17	4	6	38	44	1	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	418	0	0	925	986	433	998	979	507
Stage 1	-	-	-	-	-	-	473	473	-	505	505	-
Stage 2	-	-	-	-	-	-	452	513	-	493	474	-
Critical Hdwy	4.13	-	-	4.13	-	-	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	2.227	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1061	-	-	1136	-	-	252	250	627	224	252	570
Stage 1	-	-	-	-	-	-	576	562	-	553	544	-
Stage 2	-	-	-	-	-	-	591	539	-	562	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1120	-	-	213	216	608	179	218	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	216	-	179	218	-
Stage 1	-	-	-	-	-	-	551	538	-	489	491	-
Stage 2	-	-	-	-	-	-	519	487	-	500	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	14.2	25.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1044	-	-	1120	-	-	273
HCM Lane V/C Ratio	0.109	0.027	-	-	0.007	-	-	0.352
HCM Control Delay (s)	14.2	8.5	-	-	8.2	-	-	25.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.5

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	48	13	54	113	41
Future Vol, veh/h	25	48	13	54	113	41
Conflicting Peds, #/hr	13	14	75	0	0	75
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	80	80	87	87
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	30	59	16	68	130	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	341	242	252	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	659	802	1274	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	561	735	1257	-	-	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	664	-	-
HCM Lane V/C Ratio	0.013	-	0.134	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	591	467	208
Demand Flow Rate, veh/h	614	470	215
Vehicles Circulating, veh/h	255	67	638
Vehicles Exiting, veh/h	282	786	231
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	161	148	127
Ped Cap Adj	0.957	0.960	0.984
Approach Delay, s/veh	19.3	8.9	11.8
Approach LOS	C	A	B

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	614	470	215
Cap Entry Lane, veh/h	876	1057	597
Entry HV Adj Factor	0.963	0.993	0.967
Flow Entry, veh/h	591	467	208
Cap Entry, veh/h	807	1007	568
V/C Ratio	0.732	0.463	0.366
Control Delay, s/veh	19.3	8.9	11.8
LOS	C	A	B
95th %tile Queue, veh	7	2	2

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	560	407	0	8	7
Future Vol, veh/h	45	560	407	0	8	7
Conflicting Peds, #/hr	470	0	0	470	207	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	63	63
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	49	615	473	0	13	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	943	0	-	0	1864	964
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	921	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	727	-	-	-	81	312
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	712	-	-	-	23	169
Mov Cap-2 Maneuver	-	-	-	-	23	-
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	201	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	191.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	39
HCM Lane V/C Ratio	0.069	-	-	-	0.611
HCM Control Delay (s)	10.4	-	-	-	191.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.2

Intersection	
Int Delay, s/veh	25.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	537	473	34	5	72
Future Vol, veh/h	36	537	473	34	5	72
Conflicting Peds, #/hr	553	0	0	553	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	65	65
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	40	597	526	38	8	111

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1116	0	-	0	1778	1101
Stage 1	-	-	-	-	1097	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	626	-	-	-	92	260
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	19	123
Mov Cap-2 Maneuver	-	-	-	-	19	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	224	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	279.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	624	-	-	-	91
HCM Lane V/C Ratio	0.064	-	-	-	1.302
HCM Control Delay (s)	11.2	-	-	-	279.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	8.6

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	2	7	15	0	70
Future Vol, veh/h	11	2	7	15	0	70
Conflicting Peds, #/hr	0	8	8	0	0	3
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	85	85	75	75	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	2	9	20	0	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	61	25
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	39	-
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	-	-	1605	-	950	1057
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	937	1046
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1046	-	-	1600	-
HCM Lane V/C Ratio	0.078	-	-	0.006	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	523	19	60	488	19	64
Future Volume (vph)	523	19	60	488	19	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.97	
Flpb, ped/bikes	1.00		0.91	1.00	1.00	
Frt	1.00		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1838		1610	1863	1640	
Flt Permitted	1.00		0.41	1.00	0.99	
Satd. Flow (perm)	1838		700	1863	1640	
Peak-hour factor, PHF	0.90	0.90	0.83	0.83	0.90	0.90
Adj. Flow (vph)	581	21	72	588	21	71
RTOR Reduction (vph)	1	0	0	0	65	0
Lane Group Flow (vph)	601	0	72	588	27	0
Confl. Peds. (#/hr)		120	120		87	7
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	53.1		53.1	53.1	5.7	
Effective Green, g (s)	53.1		53.1	53.1	5.7	
Actuated g/C Ratio	0.78		0.78	0.78	0.08	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1439		548	1459	137	
v/s Ratio Prot	c0.33			0.32	c0.02	
v/s Ratio Perm			0.10			
v/c Ratio	0.42		0.13	0.40	0.20	
Uniform Delay, d1	2.4		1.8	2.3	28.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.9		0.5	0.8	0.7	
Delay (s)	3.3		2.3	3.2	29.6	
Level of Service	A		A	A	C	
Approach Delay (s)	3.3			3.1	29.6	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	35.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	560	2	21	485	18	2	2	19	72	6	62
Future Vol, veh/h	32	560	2	21	485	18	2	2	19	72	6	62
Conflicting Peds, #/hr	83	0	30	30	0	183	43	0	11	11	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	72	72	72	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	35	615	2	22	516	19	3	3	26	86	7	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	718	0	0	648	0	0	1371	1480	657	1465	1471	752
Stage 1	-	-	-	-	-	-	717	717	-	753	753	-
Stage 2	-	-	-	-	-	-	654	763	-	712	718	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	883	-	-	938	-	-	125	127	468	107	128	413
Stage 1	-	-	-	-	-	-	424	437	-	405	420	-
Stage 2	-	-	-	-	-	-	459	416	-	427	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	847	-	-	928	-	-	81	95	450	~ 77	96	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	95	-	~ 77	96	-
Stage 1	-	-	-	-	-	-	395	407	-	321	339	-
Stage 2	-	-	-	-	-	-	326	335	-	379	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	20.7	295.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	847	-	-	928	-	-	118
HCM Lane V/C Ratio	0.122	0.042	-	-	0.024	-	-	1.412
HCM Control Delay (s)	20.7	9.4	-	-	9	-	-	295.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	11.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	59	8	61	78	20
Future Vol, veh/h	32	59	8	61	78	20
Conflicting Peds, #/hr	0	12	104	0	0	104
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	91	91	83	83
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	42	78	9	67	94	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	222	222	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	700	823	1307	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	733	1292	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	663	-	-
HCM Lane V/C Ratio	0.007	-	0.181	-	-
HCM Control Delay (s)	7.8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	498	443	211
Demand Flow Rate, veh/h	512	444	218
Vehicles Circulating, veh/h	223	70	481
Vehicles Exiting, veh/h	291	629	254
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	207	163	205
Ped Cap Adj	0.932	0.951	0.949
Approach Delay, s/veh	14.0	8.6	10.0
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	512	444	218
Cap Entry Lane, veh/h	904	1054	698
Entry HV Adj Factor	0.972	0.998	0.968
Flow Entry, veh/h	498	443	211
Cap Entry, veh/h	819	1000	641
V/C Ratio	0.607	0.443	0.329
Control Delay, s/veh	14.0	8.6	10.0
LOS	B	A	A
95th %tile Queue, veh	4	2	1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	515	424	3	6	2
Future Vol, veh/h	50	515	424	3	6	2
Conflicting Peds, #/hr	387	0	0	387	125	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	91	91	58	58
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	56	579	466	3	10	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	856	0	-	0	1671	864
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	816	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	784	-	-	-	107	357
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	40	223
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	257	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	102.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	50
HCM Lane V/C Ratio	0.072	-	-	-	0.276
HCM Control Delay (s)	10	-	-	-	102.4
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Intersection	
Int Delay, s/veh	71.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	492	560	25	36	0
Future Vol, veh/h	29	492	560	25	36	0
Conflicting Peds, #/hr	506	0	0	506	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	90	90	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	34	572	622	28	72	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1156	0	-	0	1783	1148
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	641	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	604	-	-	-	91	244
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	601	-	-	-	~ 23	126
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	258	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	$ 1311.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	601	-	-	-	23
HCM Lane V/C Ratio	0.056	-	-	-	3.13
HCM Control Delay (s)	11.3	-	-		$ 1311.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	9.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	7	16	18	2	43
Future Vol, veh/h	6	7	16	18	2	43
Conflicting Peds, #/hr	0	20	20	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	56	56	89	89	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	13	18	20	3	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	93	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	56	-
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	-	-	1579	-	912	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	884	1021
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1014	-	-	1579	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	479	33	45	563	22	76
Future Volume (vph)	479	33	45	563	22	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		0.92	1.00	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1823		1633	1863	1682	
Flt Permitted	1.00		0.43	1.00	0.99	
Satd. Flow (perm)	1823		732	1863	1682	
Peak-hour factor, PHF	0.89	0.89	0.91	0.91	0.84	0.84
Adj. Flow (vph)	538	37	49	619	26	90
RTOR Reduction (vph)	1	0	0	0	82	0
Lane Group Flow (vph)	574	0	49	619	34	0
Confl. Peds. (#/hr)		101	101		144	
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	50.7		50.7	50.7	5.9	
Effective Green, g (s)	50.7		50.7	50.7	5.9	
Actuated g/C Ratio	0.77		0.77	0.77	0.09	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1408		565	1439	151	
v/s Ratio Prot	0.31			c0.33	c0.02	
v/s Ratio Perm			0.07			
v/c Ratio	0.41		0.09	0.43	0.23	
Uniform Delay, d1	2.5		1.8	2.5	27.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.9		0.3	0.9	0.8	
Delay (s)	3.3		2.1	3.5	28.5	
Level of Service	A		A	A	C	
Approach Delay (s)	3.3			3.4	28.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	332	1	6	316	14	2	3	19	33	1	38
Future Vol, veh/h	23	332	1	6	316	14	2	3	19	33	1	38
Conflicting Peds, #/hr	96	0	17	17	0	96	17	0	15	15	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	82	82	82	50	50	50	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	0	0	0	0	0	0
Mvmt Flow	28	400	1	7	385	17	4	6	38	44	1	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	418	0	0	925	986	433	998	979	507
Stage 1	-	-	-	-	-	-	473	473	-	505	505	-
Stage 2	-	-	-	-	-	-	452	513	-	493	474	-
Critical Hdwy	4.13	-	-	4.13	-	-	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	2.227	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1061	-	-	1136	-	-	252	250	627	224	252	570
Stage 1	-	-	-	-	-	-	576	562	-	553	544	-
Stage 2	-	-	-	-	-	-	591	539	-	562	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1120	-	-	213	216	608	179	218	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	216	-	179	218	-
Stage 1	-	-	-	-	-	-	551	538	-	489	491	-
Stage 2	-	-	-	-	-	-	519	487	-	500	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	14.2	25.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	1044	-	-	1120	-	-	273
HCM Lane V/C Ratio	0.109	0.027	-	-	0.007	-	-	0.352
HCM Control Delay (s)	14.2	8.5	-	-	8.2	-	-	25.2
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.5

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	48	13	54	113	41
Future Vol, veh/h	25	48	13	54	113	41
Conflicting Peds, #/hr	13	14	75	0	0	75
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	80	80	87	87
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	30	59	16	68	130	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	341	242	252	0	-	0
Stage 1	228	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	659	802	1274	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	561	735	1257	-	-	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	664	-	-
HCM Lane V/C Ratio	0.013	-	0.134	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	13.0
Intersection LOS	B

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	591	423	208
Demand Flow Rate, veh/h	614	425	215
Vehicles Circulating, veh/h	210	67	593
Vehicles Exiting, veh/h	282	741	231
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	161	148	127
Ped Cap Adj	0.956	0.960	0.982
Approach Delay, s/veh	17.1	8.2	11.1
Approach LOS	C	A	B

Lane	Left	Left	Left
Designated Moves	LTR	LT	LR
Assumed Moves	LTR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	614	425	215
Cap Entry Lane, veh/h	916	1057	624
Entry HV Adj Factor	0.963	0.994	0.967
Flow Entry, veh/h	591	423	208
Cap Entry, veh/h	843	1009	593
V/C Ratio	0.701	0.419	0.351
Control Delay, s/veh	17.1	8.2	11.1
LOS	C	A	B
95th %tile Queue, veh	6	2	2

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	520	367	0	8	7
Future Vol, veh/h	45	520	367	0	8	7
Conflicting Peds, #/hr	470	0	0	470	207	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	86	86	63	63
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	49	571	427	0	13	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	897	0	-	0	1774	918
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	757	-	-	-	92	332
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	742	-	-	-	26	180
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	212	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	164.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	742	-	-	-	43
HCM Lane V/C Ratio	0.067	-	-	-	0.554
HCM Control Delay (s)	10.2	-	-	-	164.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2

Intersection	
Int Delay, s/veh	228.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	497	473	34	77	0
Future Vol, veh/h	36	497	473	34	77	0
Conflicting Peds, #/hr	553	0	0	553	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	65	65
Heavy Vehicles, %	2	2	3	3	0	0
Mvmt Flow	40	552	526	38	118	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1116	0	-	0	1733	1101
Stage 1	-	-	-	-	1097	-
Stage 2	-	-	-	-	636	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	626	-	-	-	~ 98	260
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	624	-	-	-	~ 21	123
Mov Cap-2 Maneuver	-	-	-	-	~ 21	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	235	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	$ 2455.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	624	-	-	-	21
HCM Lane V/C Ratio	0.064	-	-	-	5.641
HCM Control Delay (s)	11.2	-	-		$ 2455.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	15.1

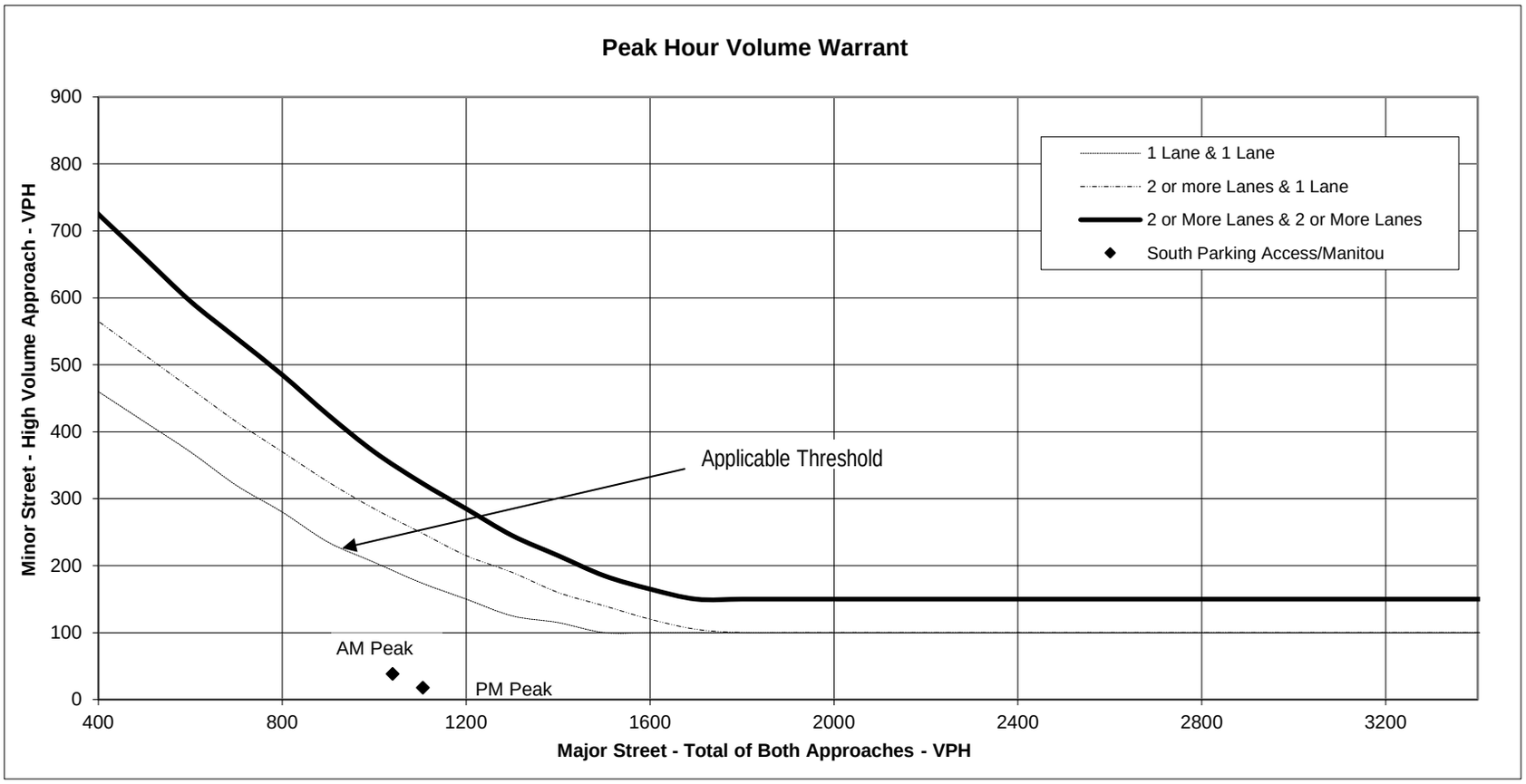
Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Satisfies Warrant 3A NO

			Peak Hour Delay				Intersection Voume > 800, Minor Approach > 100	
Scenario:	B: Existing Exit Ratio All SB Left	13.1	Hours in MD Criteria - 4 Hours		YES		YES	NO
Intersection:	South Parking Access/Manitou	50.5	Hours in PM		YES		YES	NO
Type:	1 Lane/1 Lane		Minor Street Approach Volume			Major Street Approach Volume		Satisfies
Major Street (Orientation):	Manitou (E/W)	Time	NB	SB	High Vol Approach	EB	WB	EB + WB	Warrant 11?
Minor Street (Orientation):	S Parking Ent (N/S)	AM Peak	0	18	18	521	585	1,106	NO
		PM Peak	0	39	39	533	507	1,040	NO



Note: 150 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 100 VPH as the threshold for a minor street approach with one lane

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	2	7	15	0	70
Future Vol, veh/h	11	2	7	15	0	70
Conflicting Peds, #/hr	0	8	8	0	0	3
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	85	85	75	75	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	2	9	20	0	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	61	25
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	39	-
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	-	-	1605	-	950	1057
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	937	1046
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1046	-	-	1600	-
HCM Lane V/C Ratio	0.078	-	-	0.006	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	523	19	60	488	19	64
Future Volume (vph)	523	19	60	488	19	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.97	
Flpb, ped/bikes	1.00		0.91	1.00	1.00	
Frt	1.00		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	1838		1610	1863	1640	
Flt Permitted	1.00		0.41	1.00	0.99	
Satd. Flow (perm)	1838		700	1863	1640	
Peak-hour factor, PHF	0.90	0.90	0.83	0.83	0.90	0.90
Adj. Flow (vph)	581	21	72	588	21	71
RTOR Reduction (vph)	1	0	0	0	65	0
Lane Group Flow (vph)	601	0	72	588	27	0
Confl. Peds. (#/hr)		120	120		87	7
Heavy Vehicles (%)	2%	2%	2%	2%	0%	0%
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	53.1		53.1	53.1	5.7	
Effective Green, g (s)	53.1		53.1	53.1	5.7	
Actuated g/C Ratio	0.78		0.78	0.78	0.08	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	1439		548	1459	137	
v/s Ratio Prot	c0.33			0.32	c0.02	
v/s Ratio Perm			0.10			
v/c Ratio	0.42		0.13	0.40	0.20	
Uniform Delay, d1	2.4		1.8	2.3	28.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.9		0.5	0.8	0.7	
Delay (s)	3.3		2.3	3.2	29.6	
Level of Service	A		A	A	C	
Approach Delay (s)	3.3			3.1	29.6	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	35.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	560	2	21	485	18	2	2	19	72	6	62
Future Vol, veh/h	32	560	2	21	485	18	2	2	19	72	6	62
Conflicting Peds, #/hr	83	0	30	30	0	183	43	0	11	11	0	43
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	94	94	94	72	72	72	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	35	615	2	22	516	19	3	3	26	86	7	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	718	0	0	648	0	0	1371	1480	657	1465	1471	752
Stage 1	-	-	-	-	-	-	717	717	-	753	753	-
Stage 2	-	-	-	-	-	-	654	763	-	712	718	-
Critical Hdwy	4.12	-	-	4.12	-	-	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	2.218	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	883	-	-	938	-	-	125	127	468	107	128	413
Stage 1	-	-	-	-	-	-	424	437	-	405	420	-
Stage 2	-	-	-	-	-	-	459	416	-	427	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	847	-	-	928	-	-	81	95	450	~ 77	96	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	95	-	~ 77	96	-
Stage 1	-	-	-	-	-	-	395	407	-	321	339	-
Stage 2	-	-	-	-	-	-	326	335	-	379	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	20.7	295.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	847	-	-	928	-	-	118
HCM Lane V/C Ratio	0.122	0.042	-	-	0.024	-	-	1.412
HCM Control Delay (s)	20.7	9.4	-	-	9	-	-	295.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	11.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	59	8	61	78	20
Future Vol, veh/h	32	59	8	61	78	20
Conflicting Peds, #/hr	0	12	104	0	0	104
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	91	91	83	83
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	42	78	9	67	94	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	222	222	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.19	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	700	823	1307	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	733	1292	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	663	-	-
HCM Lane V/C Ratio	0.007	-	0.181	-	-
HCM Control Delay (s)	7.8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-