

PUBLIC SAFETY & WELFARE COMMITTEE MEETING AGENDA

WEDNESDAY, SEPTEMBER 04, 2024 AT 5:00 PM

ROOM 0041, LOWER LEVEL, MUNICIPAL BUILDING, 106 JONES STREET, WATERTOWN, WI

Virtual Meeting Info: https://us06web.zoom.us/join Meeting ID: 543 850 6085 Passcode: license One tap mobile +16469313860

https://us06web.zoom.us/j/5438506085?pwd=2BzI5YIFWz8CJhn4zgXM1kDcE0mHoL.1

All public participants' phones will be muted during the meeting except during the public comment period.

1. CALL TO ORDER

2. RECIEVE COMMENTS FROM THE PUBLIC

Each individual who would like to address the Committee will be permitted up to three minutes for their comments

3. APPROVAL OF MINUTES

A. Public Safety minutes from August 7, 2024

4. **BUSINESS**

- A. Discuss and possible action: Fire Department Fireworks
- B. Review and take possible action: Stop Sign Request at intersection of Deer Trail and Willow Creek Parkway
- C. Review and take possible action: Amend Chapter 500-5 of City of Watertown Municipal Code of Ordinances, One Way Streets and Alleys
- D. Review and take action: Special Event Freedom Ride

5. ADJOURN

Persons requiring other reasonable accommodations for any of the above meetings, may contact the office of the City Clerk at <u>mdunneisen@watertownwi.gov</u>, phone 920-262-4006

A quorum of any City of Watertown Council, Committee, Board, Commission, or other body, may be present at this meeting for observing and gathering of information only

PUBLIC SAFETY & WELFARE COMMITTEE

August 7, 2024

5:00 p.m.

1. CALL TO ORDER

Members Present	Also in Attendance	Citizens Present				
 Dana Davis, Chair Brad Blanke (virtual joining at 5:12 p.m.) Steve Board Eric Schmid 	 Andrew Beyer Chief David Brower Alder Jonathan Lampe 	 Annnette Bliefernicht Roger Bliefernicht Meredith Degnew 				

2. RECEIVE COMMENTS FROM THE PUBLIC

There were no comments from the public.

3. APPROVAL OF MINUTES

A. Public Safety and Welfare minutes from June 5, 2024

- o Public Safety Meeting Notes 6.5.24.pdf (0.03 MB)
- Motion to approve by Board, 2nd by Schmid and passed unanimously.

4. BUSINESS

A. Review and take action: Parking on Front Lawns

- Parking on Front Lawns.pdf (0.09 MB)
- Davis shared information from Mr. Zirbes and explained that this ordinance actually falls under the jurisdiction of the Plan Commission and, if approved by PS&W, would need to be referred to the Plan Commission for review. Lampe spoke in support of this ordinance. He said that using the lawn as a parking lot is happening in his district. Schmid spoke in opposition. Blanke spoke in opposition.
- **MOTION:** Board made a motion to recommend this ordinance to the Plan Commission for review. Motion failed for lack of a second.

I. Review and take action: Special Event – Blocktoberfest

This item was moved up in the agenda upon agreement of the PS&W Committee.

- <u>2024-22 Application_Redacted.pdf (0.75 MB)</u>
- o <u>2024-22 Map.pdf (</u>0.06 MB)
- <u>Memo re PSW SPECIAL EVENT.pdf (0.05 MB)</u>
- **MOTION**: Motion to approve by Board, 2nd by Davis and approved unanimously.

B. Review and take possible action: Add a "Right Turn Only" sign at the west exit of Berres Brothers Coffee on Air Park Drive

- August 7 Narrative.pdf (1.44 MB)
- MOTION: Board made a motion to direct the staff to add the appropriate sign (Right Turn Only? One Way?) at the west exit of Berres Brothers Coffee and West Street, 2nd by Schmid and passed unanimously.

E. Review and take possible action: Carriage Hill Drive Speed Study Results

This item was moved up in the agenda upon agreement of the PS&W Committee.

- o <u>2024.0807_AB_Carriage Hill Traffic Study.pdf (</u>0.09 MB)
- <u>Chicane Sketch.pdf</u> (0.26 MB)
- The Committee discussed the Traffic Study report and the recommendations made by the Engineering Dept.

- MOTION: Schmid made a motion to request that Parks, Rec and Forestry work with the Engineering Dept. to plant trees strategically on Carriage Hill Drive, 2nd by Board and passed unanimously.
- MOTION: Board made a motion to direct Engineering to investigate the location and cost of bump outs to slow traffic on Carriage Hill Road, 2nd by Davis and approved unanimously.

C. Review and take possible action: Request for pavement marking at intersection of Dayton Street and West Street

- <u>2024.0807_AB_West Street Striping Request.pdf</u> (0.08 MB)
- <u>Site Map.pdf (</u>0.66 MB)
- o <u>20240715154017.pdf (</u>0.28 MB)
- **MOTION:** Schmid made a motion to approve marking at the intersection of Dayton Street and West Street, 2nd by Davis and passed unanimously.
- D. Review and take possible action: Milford Street on-street parking at Grinwald Park
 - <u>2024.0807 AB Repeal West Side Parking on Milford Street by Grinewald</u> <u>Park.pdf (0.09 MB)</u>
 - <u>SITE MAP.pdf (</u>0.87 MB)
 - <u>Milford St Park Docs (003).pdf (</u>0.95 MB)
 - <u>Grinwald Land Donation.pdf (0.04 MB)</u>
 - ORD Repeal Portion of Section 500-9 A Parking Prohibited in Specified Places of City of Watertown General Ordinances - DRAFT.pdf (0.03 MB)
 - MOTION: Board made a motion to request that Park, Rec and Forestry continue to look for alternative soccer parks with necessary parking that will accommodate the large crowd that gathers on Sundays at Grinwald Park, 2nd by Davis and passed unanimously.
- F. Review and take possible action: City of Watertown Fireworks Ordinance

MOTION: Blanke made a motion to table this item until the next meeting to allow time for input from the Fire Chief, Police Chief and an examination of the code. 2nd by Board and passed unanimously.

- G. Review and take action: Special Event Wine Walk
 - <u>2024-20 Application_Redacted.pdf (0.55 MB)</u>
 - <u>2024-20 Map.pdf (0.15 MB)</u>
 - Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
 - **MOTION:** Motion to approve by Blanke, seconded by Board and approved unanimously.
- H. Review and take action: Special Event MCL Annual Fundraiser
 - o <u>2024-21 Application_Redacted.pdf (</u>0.80 MB)
 - <u>2024-21 Map.pdf (</u>0.06 MB)
 - Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
 - **MOTION:** Motion to approve by Blanke and seconded by Board. Motion passed unanimously.
- J. Review and take action: Special Event Watertown Homecoming Parade
 - <u>2024-24 Application Redacted.pdf (0.36 MB)</u>
 - Memo re PSW SPECIAL EVENTS.pdf (0.05 MB)
 - **MOTION:** Motion to approve by Board, 2nd by Davis and approved unanimously.
- K. Review and take Action: Special Event YMCA 5K Riverfest Run
 - o <u>2024-26 Application.pdf (0.25 MB)</u>

- o <u>2024-26 Map.pdf (0.14 MB)</u>
- Memo re PSW SPECIAL EVENT-2024-26.pdf (0.05 MB)
- **MOTION:** Motion to approve by Blanke, 2nd by Schmid and approved unanimously.
- L. Review and Discuss: Special Event St. Paul's Church Picnic
 - o <u>2024-25 Application_Redacted.pdf (0.68 MB)</u>
 - o <u>2024-25 Map.pdf</u> (0.07 MB)
 - <u>RE_Aug 18 permit request for St Paul's Episcop....pdf (0.22 MB)</u>

5. ADJOURN

There being no additional business to come before the Committee, a motion was made by Schmid to adjourn and seconded by Board. The motion carried unanimously.





Fire Department

To: Public Safety and Welfare Committee

From: Fire Chief Reynen

Date: 8/27/2024

Subject: Fireworks Data

Background

We were approached to provide data on fireworks incidents and their impact on the Fire Department.

Budget Goal

Maintains a safe and healthy community, with an eye toward future needs and trends.

Financial Impact

N/A

Recommendation

According to Wisconsin Department of Health Services, in 2021, fireworks related incidents and use as at a high in 2021, and have since decreased. <u>https://www.dhs.wisconsin.gov/injury-prevention/fireworks-stats.htm In 2021</u>, there were 140 reported Emergency Department visits that were related to Fireworks and 107 in 2022.

Nationally, fireworks related incidence is about 3.1 per 100,000 individuals in 2022, down from 3.5 in 2021. According to the National Fire Protection Association, more than 31,000 reported fires are started by fireworks annually.

The Watertown Fire Department has no records of fireworks related incidents from the last two years. This may be due to the way the records were entered and coded due to the nature of the call. However, there are no major concerns or trends fire or medically related to fireworks that I am aware of for the city residents.

Engineering Division of the Public Works Department

To: Chairperson Davis and Committee Members

From: Andrew M. Beyer, P.E., Director of Public Works/City Engineer

Date: August 28, 2024

Subject: Public Safety & Welfare Committee Meeting of September 4, 2024

Background

Agenda Item:

Review and take possible action: Stop Sign Request at Deer Trail and Willow Creek Parkway

BACKGROUND:

Alderperson Wetzel received a request for a stop sign to be placed at the intersection of Deer Trail and Willow Creek (see attached site map). Per the Manual of Uniform Traffic Control Devices (MUTCD), stop signs should be used if engineering judgement indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Drivers on Willow Creek Parkway are required to yield to traffic on Deer Trail due to the T-intersection. Although item D. cites high speeds, stop signs should not be used for speed control per the MUTCD. It doesn't appear that a vehicle crash has occurred in this location in the last five years.

Historically, the City has not placed stop signs in residential neighborhoods, due to the cost/quantity and maintenance of said signs to be place in residential neighborhoods.

Attachments:

- Site Map



Budget Goal

2024 Operations Goal #5

Financial Impact

Signage installation and maintenance cost.

Recommendation

Engineering Division offers the following options:

- 1. Deny the request based on failure to meet MUTCD requirements to warrant stop sign placement.
- 2. Place the sign pending available funding.

2024 Operational Goals

- 1. Proactively maintains and improves our parks and infrastructure to ensure quality, safety and compliance
- 2. Supports employee retention and growth, and also works to address critical staffing areas
- 3. Invests in the assessment, strategic planning and maintenance of our city buildings
- 4. Promotes and fosters innovative approaches for community development and growth
- 5. Maintains a safe and healthy community, and expands community education on safety and health

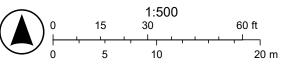
Deer Trail & Willow Creek Pkwy



8/29/2024, 11:38:19 AM



Parcels Lines





Engineering Division of the Public Works Department

To: Chairperson Davis and Public Safety & Welfare Committee

From: Andrew M. Beyer, P.E., Director of Public Works/City Engineer

Date: August 28, 2024

Subject: Public Safety & Welfare Committee Meeting of September 4, 2024

Background

Agenda Item:

<u>Review and take possible action: Repeal § 500-5 One-Way Streets and Alleys – Third and Fourth</u> <u>Streets</u>

BACKGROUND:

In 2022, the Downtown Main Street Reconstruction Task Force recommended bump outs be placed in Downtown Main Street at several Main Street intersections, including Third Street & Fourth Street, during the Wisconsin Department of Transportation's (WisDOT) 2028 Main Street Reconstruction Project. The Downtown Main Street Reconstruction Task Force also made a recommendation in 2022 that a traffic study be conducted in the downtown area to study one-way streets and explore the viability of converting them to two-way streets.

As part of WisDOT design process of Main Street, WisDOT ran an analysis on the viability of bump outs at Main Street and Third Street and Main Street and Fourth Street if the current one-way streets were made two-way. The results found that if Third & Fourth Streets were converted to two-way traffic at Main Street, the proposed bump outs would not be feasible as both streets are "truck routes" and there would be insufficient turning radius for trucks. If these two streets remain one-way, then the bump outs would work at both Third and Fourth Streets at Main Street.

The City of Watertown placed money in the 2024 budget to conduct the downtown traffic study, a request for proposals was advertised and using Qualification Based Selection, raSmith was selected to conduct the study. The City has held a kickoff meeting with raSmith and their representatives shared the following comments:

• They agreed with WisDOT that if Third & Fourth Streets were converted to two-way traffic, the bump outs would be removed.



- If Third & Fourth Streets were converted to two-way traffic parking on Main Street between Second & Third Streets may be impacted as a designated turn lane may be needed (a designated left turn lane currently exist between Third & Fourth Streets). The need for a designated turn lane will be assessed as part of raSmith's traffic study once field traffic data is collected.
- Engineering Division received preliminary analysis from raSmith this week and their research did confirm that if Third and Fourth Streets were converted to two-way traffic, the proposed bump outs would need to be removed at both intersections. The preliminary study results indicated that if these two streets were converted to two-way traffic, the intersections at Main Street would likely continue to operate acceptably for traffic flows. They also noted that if converted to two-way traffic, national studies concluded there are economic and safety benefits of the conversion from one-way to two-way traffic.

The preliminary analysis is attached. Key takeaways of the abbreviated study are:

- Historic daily traffic counts show a steady decline in volumes along Main Street/3rd Street/4th Street. Existing traffic levels are about one-half of the peak conditions of the early 1990s.
- The Third Street/Fourth Street intersections are expected to operate acceptably under two-way configuration.
- The intersections are expected to have surplus capacity to accommodate future traffic growth.

Bump out review, and the conversion of both Third and Fourth Streets from one-way to two-way traffic was presented before both the Downtown Main Street Reconstruction Task Force and Public Works Commission on August 27, 2024. The Task Force made a positive recommendation to Public Works Commission to remove bump outs at the intersections of Main Street & Third Street and Main Street and Fourth Street to allow for conversion of Third Street & Fourth Street to two-way as part of the 2028 WisDOT Main Street Reconstruction Project. Public Works Commission approved removing bump outs proposed at both intersections to potentially allow for two-way traffic on both streets. The Commission was informed that if they approved converting Third & Fourth Streets to allow for two-way traffic, this item would move onto Public Safety & Welfare Committee for ordinance revision. It should be noted that if Public Safety & Welfare repeals sections of Chapter 500, the conversion from one-way to two-way traffic would not occur until WisDOT's reconstruction of Main Street in 2028.

Attachments:

- Site Map
- Detail Sheets
- RA Smith Draft Preliminary Analysis
- Draft Ordinance



Budget Goal

2024 Operations Goal #5.

Financial Impact

No financial impact until 2028. Any costs can be added to the 2028 City Budget.

Recommendation

Engineering Division recommends the conversion of Third and Fourth Streets from one-way to two-way traffic during the WisDOT reconstruction of Main Street in 2028 To move forward to Common Council would require Committee approval to repeal §500-5 One-way streets and alleys of the following streets:

Name of Street	Location	Direction of Travel
Fourth Street [Amended by Ord. No. 72-36]	From Western Ave. to Madison St.	North
Third Street [Amended by Ord. No. 72-36]	From Madison St. to Western Ave.	South

2024 Operational Goals

- 1. Proactively maintains and improves our parks and infrastructure in an effort to ensure quality, safety and compliance
- 2. Supports employee retention and growth, and also works to address critical staffing areas
- 3. Invests in the assessment, strategic planning and maintenance of our city buildings
- 4. Promotes and fosters innovative approaches for community development and growth
- 5. Maintains a safe and healthy community, and expands community education on safety and health

11

City of Watertown



Parcel Updated

Acres

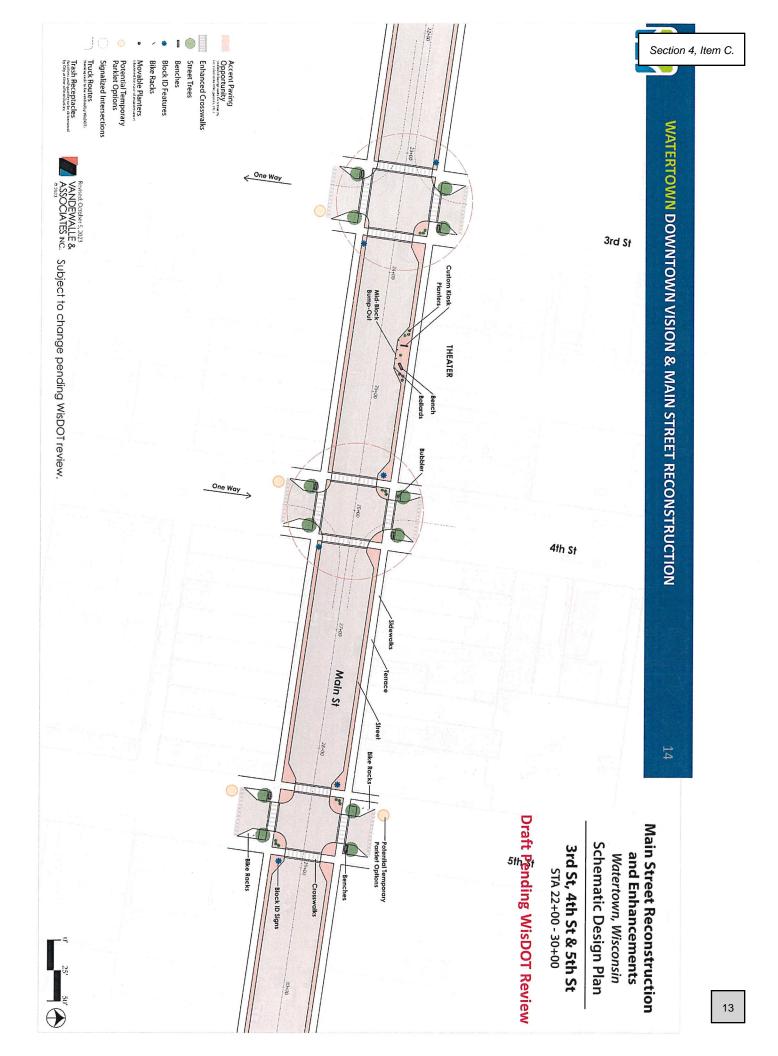
Parcels

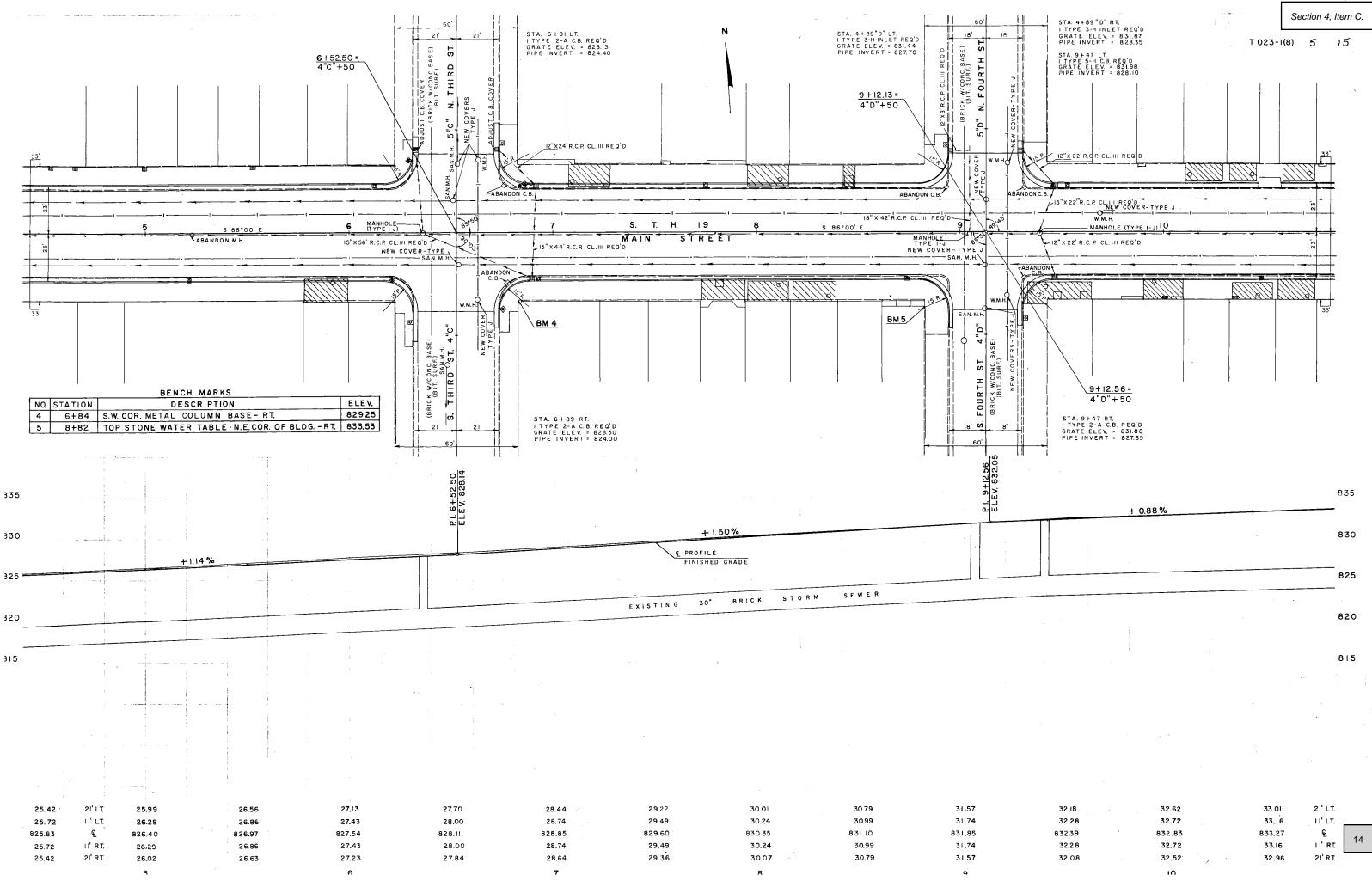
Addresses

WATERTOWN

City of Watertown Geographic Information System

Å





32.18	32.62	33.01	21 [°] LT.	
32.28	32.72	33.16	, 11' LT.	
832.39	832.83	833.27	<u>د</u>	14
32.28	32.72	33.16	II' RT	14
32.08	32.52	32,96	21' RT.	
	10			



CREATIVITY BEYOND ENGINEERING

MEMORANDUM

- DATE: August 20, 2024
- TO: Andrew Beyer, P.E., Director of Public Works/City Engineer, City of Watertown
- FR: Justin Schueler, P.E. Shana Brummond, P.E., PTOE
- RE: Downtown One-Way/Two-Way Street Conversion Traffic Study Preliminary Findings (abbreviated study) Watertown, Wisconsin

INTRODUCTION

The City of Watertown is evaluating the conversion of several streets in the downtown area from oneway to two-way operations to improve access, simplify circulation for motorists, reduce travel speeds, and better accommodate multi-modal users. raSmith has been retained to assist the city with this study. The existing roadway grid provides a series of one-way paired streets, generally between 3rd Street and 9th Street extending from Western Avenue to Division Street. The focus of the conversion study will be on the 3rd Street and 4th Street corridors, which are important north-south travel routes through Watertown. These streets provide access to various commercial/institutional/residential land uses, serve as truck routes through the city, and have signalized intersections with Main Street (Wisconsin State Highway 19).

WIS 19/Main Street (through downtown) is planned for reconstruction in 2028 and the Wisconsin Department of Transportation (WisDOT) is currently working on design plans for the project. Elements of the roadway design, including traffic signal equipment and use of curb bump outs, would be impacted if 3rd Street/4th Street are converted to two-way operations. WisDOT has requested that the city provide a decision on the possible conversion as-soon as possible to allow for the project design process to remain on schedule. raSmith has conducted an abbreviated study to develop traffic volume estimates and evaluate preliminary traffic operations along the 3rd Street/4th Street corridors under one-way and two-way configuration. The intent of this study is to assist the city in their decision-making process to meet WisDOT's schedule. Procedures and findings of the abbreviated study are summarized in this memo.

A full study of preliminary findings is anticipated to be completed later in 2024 and will cover additional evaluation including more detailed safety and economic assessment, concept improvements with cost estimates, and summary of feedback received at a public involvement meeting. A final study will be completed in 2025 (after the Main Street-Cole Memorial Bridge reopens) and is anticipated to include field traffic data collection, updated operational analysis, a parking evaluation, and final intersection geometry and traffic control recommendations.

STUDY AREA

The overall downtown one-way street system study area is shown in Exhibit 1. The one-way street network is not continuous through downtown, with many of the streets having sections that currently

operate as two-way (especially near Main Street). This discontinuity adds to the complexity of the network and introduces additional driver confusion.

The abbreviated study focuses on the 3rd Street and 4th Street corridors between Market Street and Madison Street includes the following six intersections:

- 3rd Street with Market Street (three-way stop)
- 3rd Street with Main Street (traffic signal)
- 3rd Street with Madison Street (one-way stop)
- 4th Street with Market Street (three-way stop)
- 4th Street with Main Street (traffic signal)
- 4th Street with Madison Street (all-way stop)

raSmith collected information regarding the existing roadway geometrics and traffic control in the study area, as shown in Exhibit 2.

CRASH ANALYSIS

raSmith obtained crash data for the most recent five-year period (2018 to 2022) within the overall downtown study area and the 3rd Street/4th Street corridors.

During the five-year period, 331 crashes were reported within the downtown study area. The crashes included 1 fatality, 55 injury and 275 property damage only. Specific crash patterns included:

- Majority of crashes occurred along Main Street. Angle crashes were the predominant type.
- Five head on crashes occurred within the downtown study area.
- Seven crashes involving pedestrians occurred within the downtown study area.
- Five crashes involving bikes occurred within the downtown study area. No bike crashes occurred along Main Street.

A total of 42 crashes were reported along the 3rd Street corridor (Western Avenue to Madison Street) and 43 were crashes reported along the 4th Street Corridor. The crashes included 16 injury and 69 property damage only. Specific crash patterns included:

- Majority of crashes occurred at the Main Street/3rd Street (20) and Main Street/4th Street (17) intersections.
- Two of the five head-on crashes occurred along 3rd Street (1) and 4th Street (2).
- Six crashes occurred at the 4th Street/Dodge Street intersection, five of which were angle crashes.
- One pedestrian crash occurred along 4th Street (near Market Street)

Additional crash information is provided in Appendix A.

TRAFFIC VOLUMES

The following sections provide information on daily and peak hour traffic volumes within the study area.

DAILY TRAFFIC VOLUMES

The one-way street system in downtown Watertown was originally implemented in the 1970s to accommodate increasing traffic volumes and address vehicular operational concerns. Historical Annual Average Daily Traffic (AADT) information published by WisDOT shows traffic volumes in downtown

Watertown have been declining since the mid-1990's (see historic Main Street daily volumes in Figure 1 and additional detail in Appendix B). Existing daily traffic volumes are at levels about one-half of those experienced during peak years in the early 1990s.

PEAK HOUR TRAFFIC VOLUME ESTIMATES

The Main Street (Cole Memorial) Bridge over the Rock River is currently under construction and closed for all of 2024. Due to the bridge closure, current intersection traffic counts could not be collected. raSmith utilized a mix of historic count data and local knowledge of the downtown travel patterns to estimate peak hour intersection traffic volumes for use in the preliminary analysis. Raw

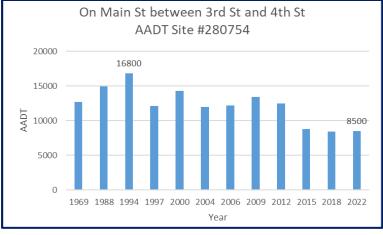


Figure 1 Historic AADT Volumes along Main Street

traffic data sources included WisDOT's hourly bidirectional traffic count data along the study area roadways, historic Year 2004 and 2017 intersection counts at Main Street with 3rd Street and 4th Street, and Year 2022 counts from the adjacent Main Street intersection with 5th Street location.

Estimated Year 2024 existing peak hour traffic volumes are shown in Exhibit 3. These counts are representative of non-summer conditions. A comparison of historic data showed more intense morning and evening peak period traffic during non-summer months, as compared to summer months. This would be expected due to school related traffic increasing during peak periods of the non-summer months.

Additional traffic volume data including daily traffic volumes, historic traffic counts and estimated traffic volume parameters (peak hour factor, heavy vehicle percentage) is provided in Appendix B.

PRELIMINARY TRAFFIC ANALYSIS

The study intersections were analyzed in Synchro software using the procedures set forth in the Highway Capacity Manual 7th Edition (HCM7). Level of Service (LOS) is a quantitative measure from the HCM referring to the overall quality of flow at an intersection. LOS ranges from very good, represented by LOS "A," to very poor, represented by LOS "F". For analysis and design purposes, LOS "D" was used to define acceptable peak hour operating conditions and is consistent with current WisDOT practice.

EXISTING ONE-WAY TRAFFIC OPERATIONS

Results of the preliminary existing traffic analysis are shown in Exhibit 4. All movements at the focus study intersections operate acceptably at LOS C or better under the current one-way configuration. Year 2024 one-way configuration 95th percentile queues are shown in Exhibit 5. Existing queues are accommodated within the existing turn-lane storage and do not back-up between the two signalized intersections. Westbound queues at Main Street/4th Street (325') are shown to extend beyond the adjacent 5th Street intersection.

TWO-WAY TRAFFIC OPERATIONS

The existing traffic volumes were reassigned to reflect two-way traffic on 3rd Street and 4th Street as shown in Exhibit 6. The two-way analysis assumed single lane approaches along 3rd Street and 4th Street and existing geometry along Main Street, as shown in Exhibit 7. Signal timings were optimized

for the analysis but generally remained similar to existing conditions (including maintaining the existing 80 second cycle length and use of a lagging westbound left-turn at Main Street/4th Street).

The preliminary two-way street analysis results are shown in Exhibit 8. All movements at the focus study intersections are expected to continue to operate acceptably at LOS C or better under the two-way configuration. Year 2024 two-way configuration 95th percentile queues are shown in Exhibit 9. Queues are expected to continue to be accommodated within the existing turn-lane storage and not back-up between the two signalized intersections. Westbound queues at Main Street/4th Street (350') are expected to continue to extend beyond the adjacent 5th Street intersection.

SUPPLEMENTAL OPERATIONAL ANALYSIS

SimTraffic, the micro-simulation companion program to Synchro, was also used to further test the weekday evening peak hour conditions (the higher volume peak) under two-way operations. Specifically, the simulation was used to assess traffic queueing between the intersections along Main Street and the impact of vehicles making left-turn from the mainline onto a side street (requiring trailing vehicles to wait until the turn is completed). The comparison of SimTraffic and Synchro reported queues is provided in Exhibit 10. Overall, the SimTraffic simulation showed similar queueing patterns as compared to Synchro and backups were not observed to extend past the adjacent 3rd Street/4th Street signalized intersections. Approximately 10 to 15 occurrences of mainline Main Street left-turning vehicles (eastbound and westbound at 3rd Street, westbound at 4th Street) were observed to momentarily block through traffic while waiting to make the turn. The standing queue dissipated within the same or next signal cycle, resulting in short term localized delays.

An additional sensitivity test was conducted at the focus area intersections under the two-way configuration to evaluate if the conversion provides surplus capacity to accommodate potential higher volume conditions that may occur with future redevelopments in the downtown area. The analysis showed the intersections have surplus capacity under the two-way configuration and are expected to operate acceptably at LOS D or better conditions with a 15% increase in traffic volumes.

NATIONAL STUDIES OF ONE-WAY TO TWO-WAY CONVERSION

raSmith reviewed several national studies of one-way to two-way street conversion projects in downtown areas. Reported economic and safety benefits of the conversion projects included:

- Positive economic impact on existing development and catalyst for future redevelopment
- More direct access to destination
- Easier to navigate the roadway system
- Less roadway signage
- Slower and safer vehicle speeds
- Increase pedestrian activity

CONCLUSIONS

Based on the preliminary findings, the focus study intersections are expected to operate acceptably with 3rd Street and 4th Street as two-way streets. The two-way configuration provides acceptable level of service and queueing, and the intersections were show to have surplus capacity to accommodate future traffic growth. Under two-way configuration, north-south traffic along 3rd Street and 4th Street is expected to distribute between the two roadways. Generally, traffic traveling in/out of downtown to/from the north is expected to use 4th Street and traffic to/from south is expected to use 3rd Street. Traffic along 4th Street is expected to be slightly higher (as compared to 3rd Street) with more traffic using 4th Street (north of Main Street) and a higher intensity land use (post office, Turner Hall, churches).



As previously noted, this abbreviated study is intended to assist the city in their decision-making process on the one-way to two-way conversion and to meet WisDOT's project timeline. More detailed studies will be conducted in the future and the following elements will be further evaluated as part of the full traffic study:

- Need for additional exclusive left-turn lanes along Main Street
- Consideration to remove the traffic signal at Main Street intersection with 3rd Street
- Roadway cross section alternatives along Main Street, 3rd Street and 4th Street
- Bicycle accommodations
- Impacts to on-street parking
- Cost estimates
- · Considerations for conversion of other one-way streets in the downtown area

ADDITIONAL CONSIDERATIONS

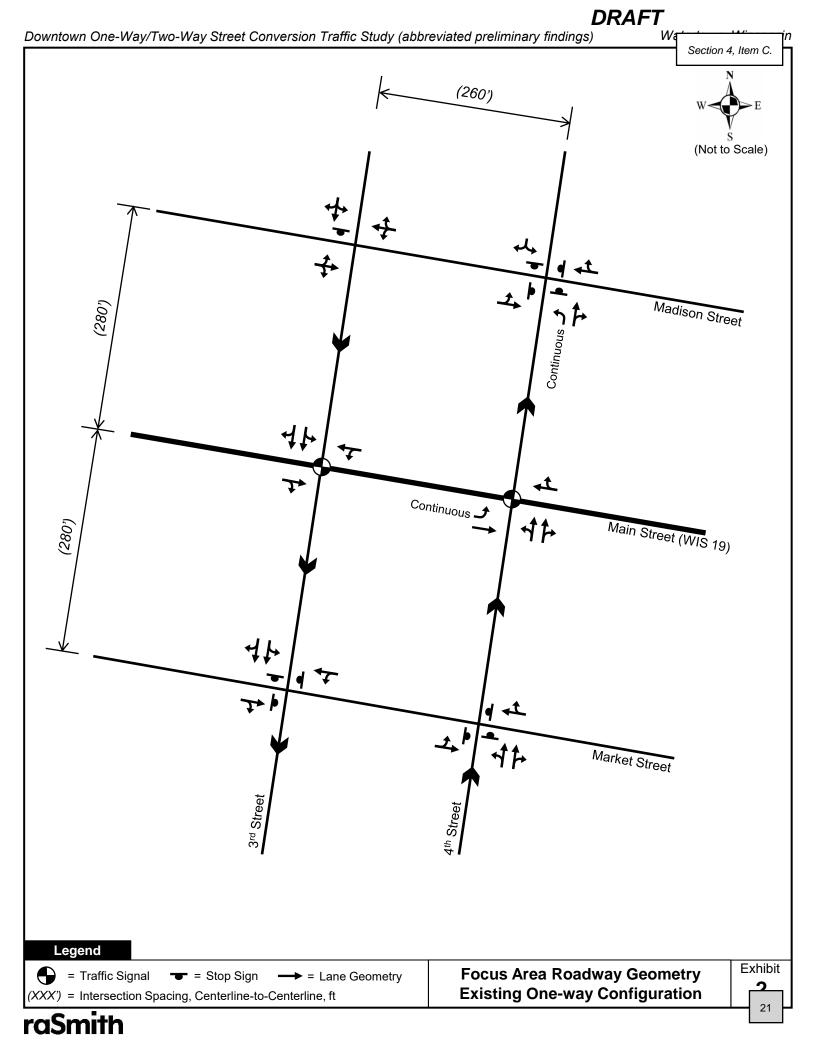
Several other Wisconsin cities have successfully converted one-way streets to two-way streets in recent years, including:

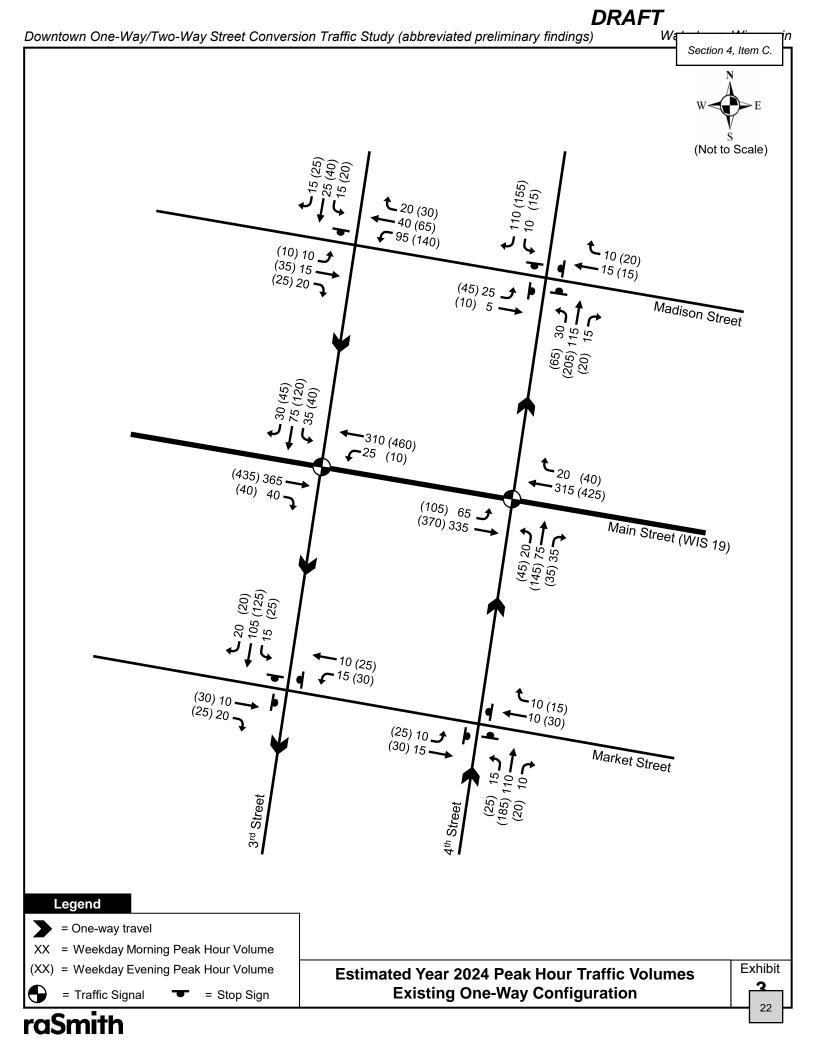
- Court Street, City of Janesville
- St. Paul Avenue/North Street, City of Waukesha
- US 10/WIS 42 (8th Street/10th Street), City of Manitowoc
- Wells Street/State Street, City of Milwaukee
- Wisconsin Avenue/Lake Avenue, City of Racine

News articles on these projects identified the desire for slower vehicle speeds, more inviting conditions for pedestrians and bicyclists, improved vehicular circulation, and better business visibility as some of the reasons for pursuing the change. General post-conversion reporting on the completed projects has been positive. Additional correspondence with these communities could be helpful to the City of Watertown during the evaluation and implementation process.

The City of Watertown currently has several roadways designated as truck routes through the downtown area, including 1st Street, 2nd Street (north of Main Street), 3rd Street, 4th Street, Main Street, and sections of Market Street and Madison Street. If 3rd Street and 4th Street are converted to two-way, the City of Watertown could consider consolidation or relocation of these truck routes to provide increased flexibility for design of the Main Street, 3rd Street, and 4th Street corridors.







Downtown One-Way/Two-Way Street Conversion Traffic Study (abbreviated preliminary findings)

DRAFT

W

Section 4, Item C.

n

	Troffic	Deels	Level of Service (LOS) per Movement by Approach											
Intersection	Traffic Control	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
	Control	nour	L	Т	R	L	Т	R	L	Т	R	L	Т	R
3 rd St with Market St	Three-Way	AM	-	Α	А	Α	А	-	-	-	-	А	А	Α
	Stop Control	PM	-	А	А	А	А	-	-	-	-	А	А	А
3 rd St with Main St	Traffic	AM	-	А	А	А	А	-	-	-	-	С	С	С
5 St with Main St	Signal	PM	-	Α	А	А	А	-	-	-	-	С	С	С
2 rd Ctwith Mediaer Ct	One-Way Stop Control	AM	А	Α	А	Α	А	Α	-	-	-	В	В	В
3 rd St with Madison St		PM	А	Α	А	Α	А	А	-	-	-	В	В	В
4 th Street with Market St	Three-Way	AM	А	Α	-	-	А	Α	А	Α	Α	-	-	-
4 th Street with Market St	Stop Control	PM	А	Α	-	-	А	Α	А	Α	А	-	-	-
4 th Ot with Marin Ot	Traffic	AM	В	Α	-	-	В	В	С	С	С	-	-	-
4 th St with Main St	Signal	PM	С	Α	-	-	С	С	С	С	С	-	-	-
4 th Stwith Madiaan St	All-Way Stop	AM	А	Α	-	-	А	Α	А	Α	А	А	-	А
4 th St with Madison St	Control	PM	А	А	-	-	А	А	А	В	В	А	I	А

Notes:

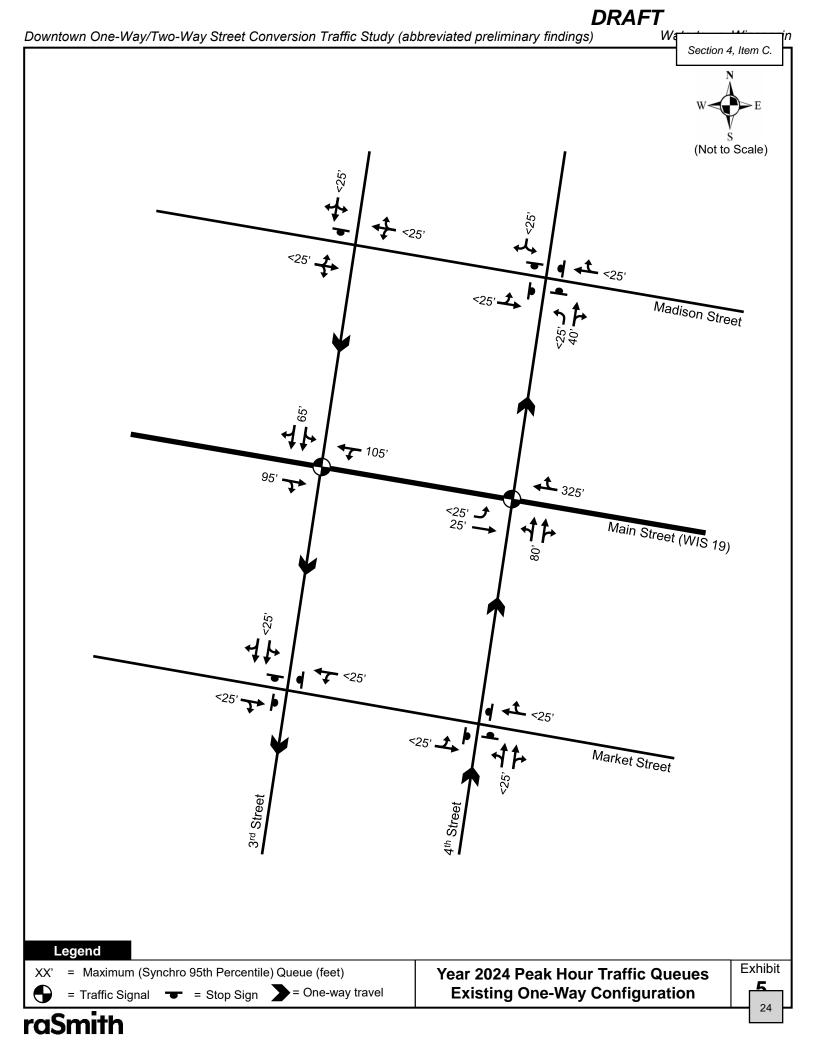
• (-) indicates movement is not possible or is not allowed.

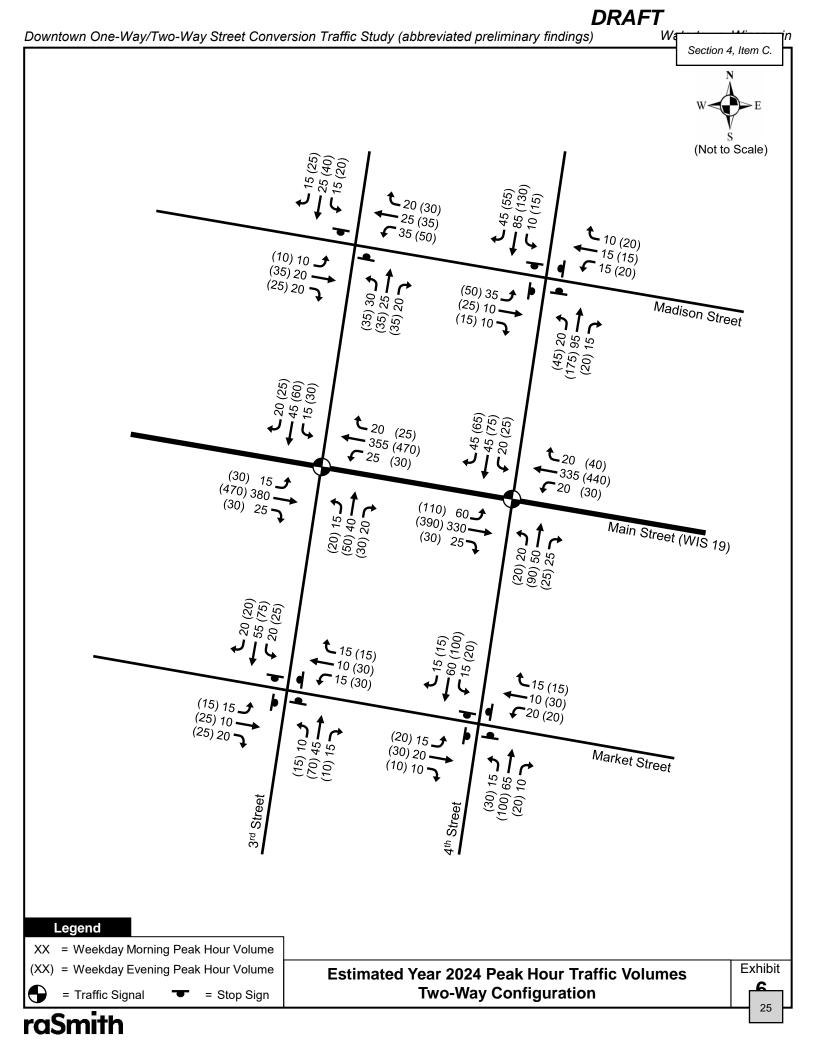
Preliminary Year 2024 Peak Hour Operating Conditions Existing One-Way Configuration

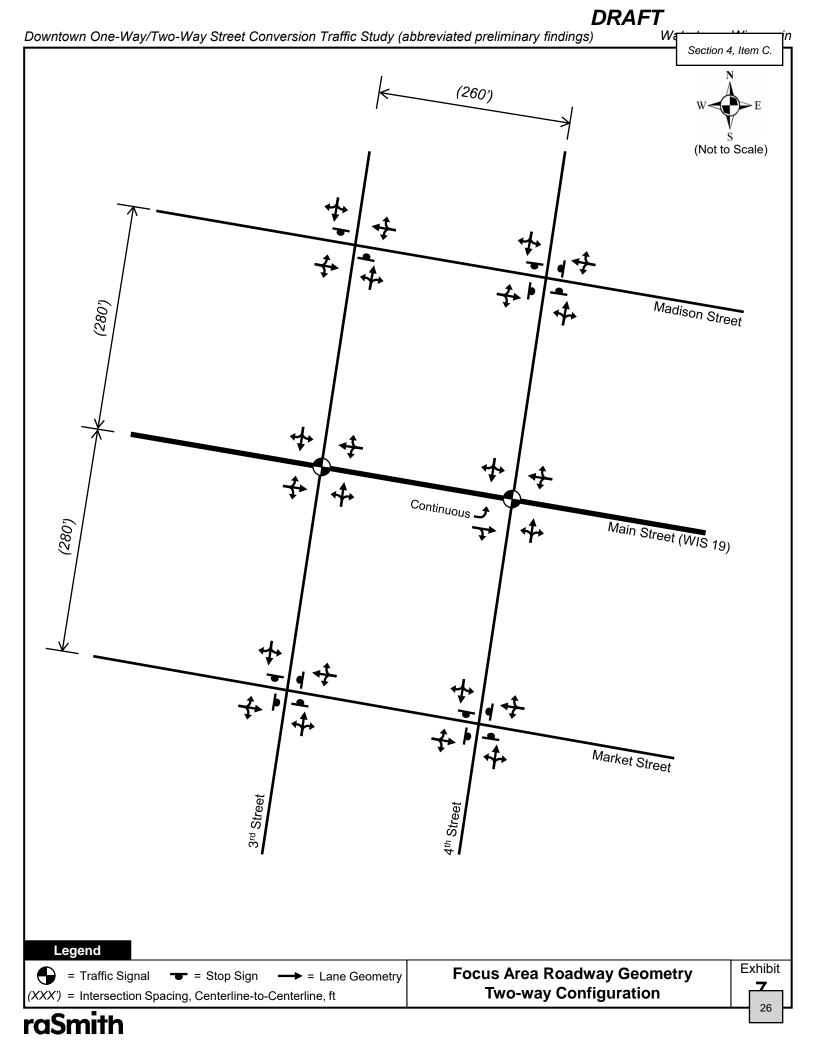
raSmith

Exhibit

23







Downtown One-Way/Two-Way Street Conversion Traffic Study (abbreviated preliminary findings)

DRAFT

W

Section 4, Item C.

n

	Traffic	Deek	Level of Service (LOS) per Movement by Approach											
Intersection	Control	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
	Control	noui	L	Т	R	L	Т	R	L	Т	R	L	Т	R
3 rd St with Market St	All-Way Stop	AM	А	А	А	А	А	Α	А	А	A	А	А	А
	Control	PM	А	А	А	А	А	Α	А	А	A	А	А	А
3 rd St with Main St	Traffic	AM	А	А	А	А	А	Α	С	С	С	С	С	С
5 St with Main St	Signal	PM	А	А	А	А	А	Α	С	С	С	С	С	С
3 rd St with Madison St	All-Way Stop Control	AM	А	А	А	А	А	Α	А	А	Α	Α	А	Α
3 ⁻⁵ St with Madison St		PM	А	А	А	А	А	Α	А	А	A	А	А	Α
4 th Ctract with Market Ct	All-Way Stop	AM	А	А	А	А	А	Α	А	А	Α	А	А	Α
4 th Street with Market St	Control	PM	А	А	А	А	А	Α	А	А	Α	А	А	А
4 th Ot with Marin Ot	Traffic	AM	В	А	А	В	В	В	С	С	С	С	С	С
4 th St with Main St	Signal	PM	В	А	А	В	В	В	С	С	С	С	С	С
4 th Ot with Mardin or Ot	All-Way Stop	AM	А	А	А	А	А	Α	А	А	A	А	А	А
4 th St with Madison St	Control	PM	А	А	А	А	А	Α	А	А	Α	А	А	А

Notes:

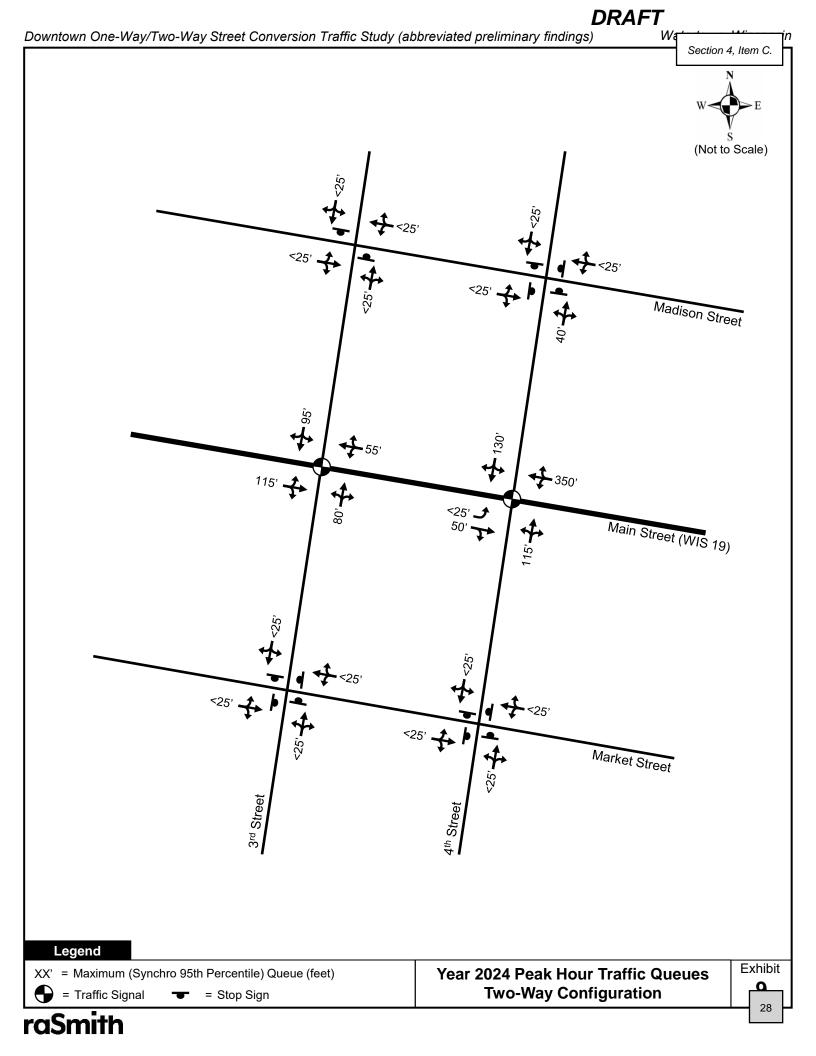
• (-) indicates movement is not possible or is not allowed.

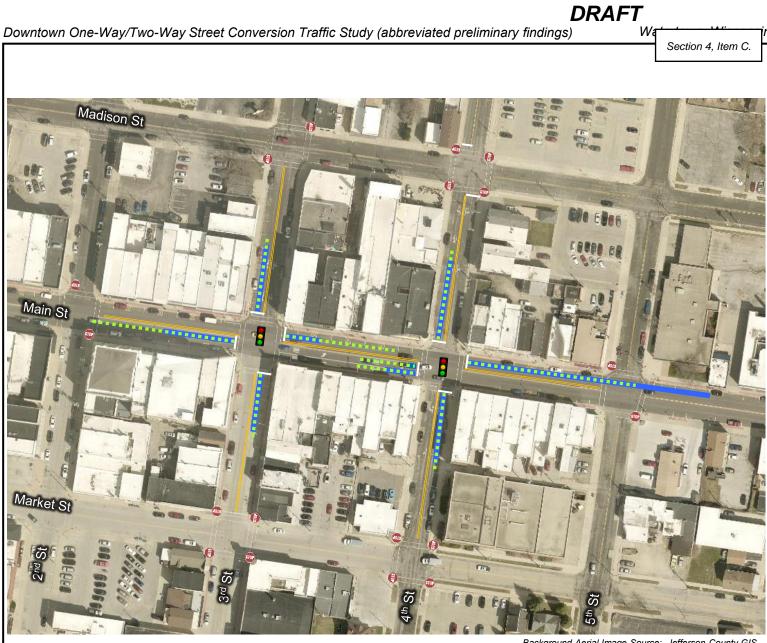
Preliminary Year 2024 Peak Hour Operating Conditions Two-Way Configuration

raSmith

Exhibit

27





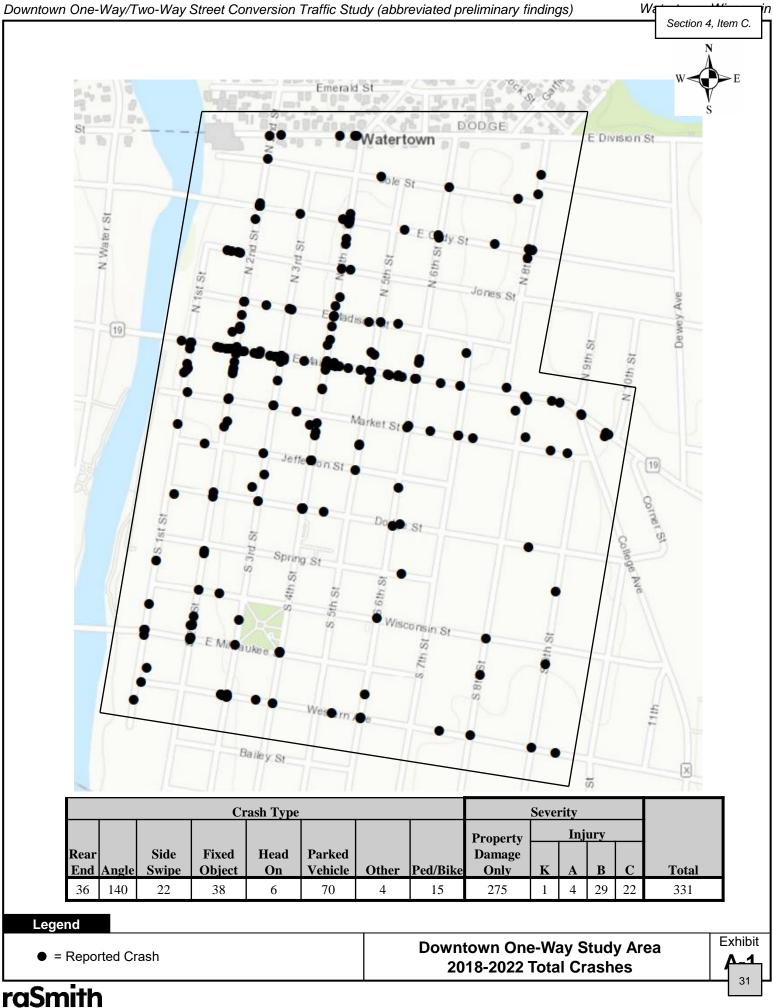
Background Aerial Image Source: Jefferson County GIS Background Aerial Image Date: 2023

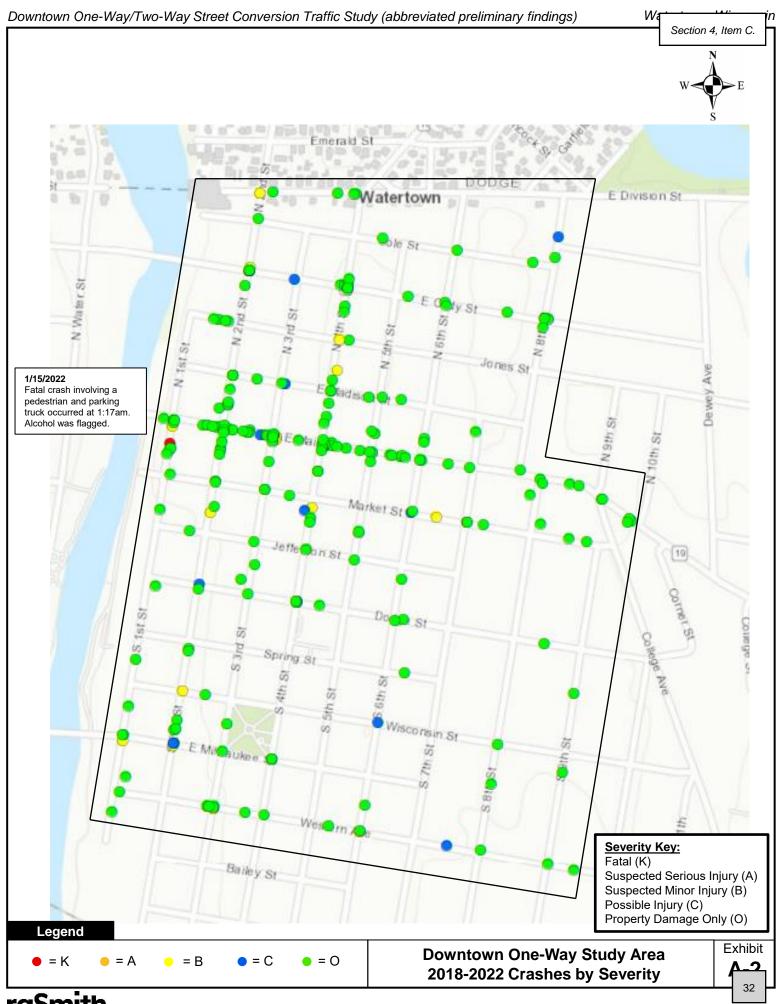
	Eastbound Through Queues at Main St		Eastbound Left Queues at Main St	Through	oound Queues ain St		oound Queues iin St	Southbound Through Queues at Main St		
	At 3 rd St	At 4 th St	At 4 th St	At 3 rd St	At 4 th St	At 3 rd St	At 4 th St	At 3 rd St	At 4 th St	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Synchro 95 th Percentile Queue (ft)	100	50	<25	55	350	80	115	95	130	
SimTraffic 95 th Percentile Queue (ft)	215	95	90	160	240	100	120	105	135	

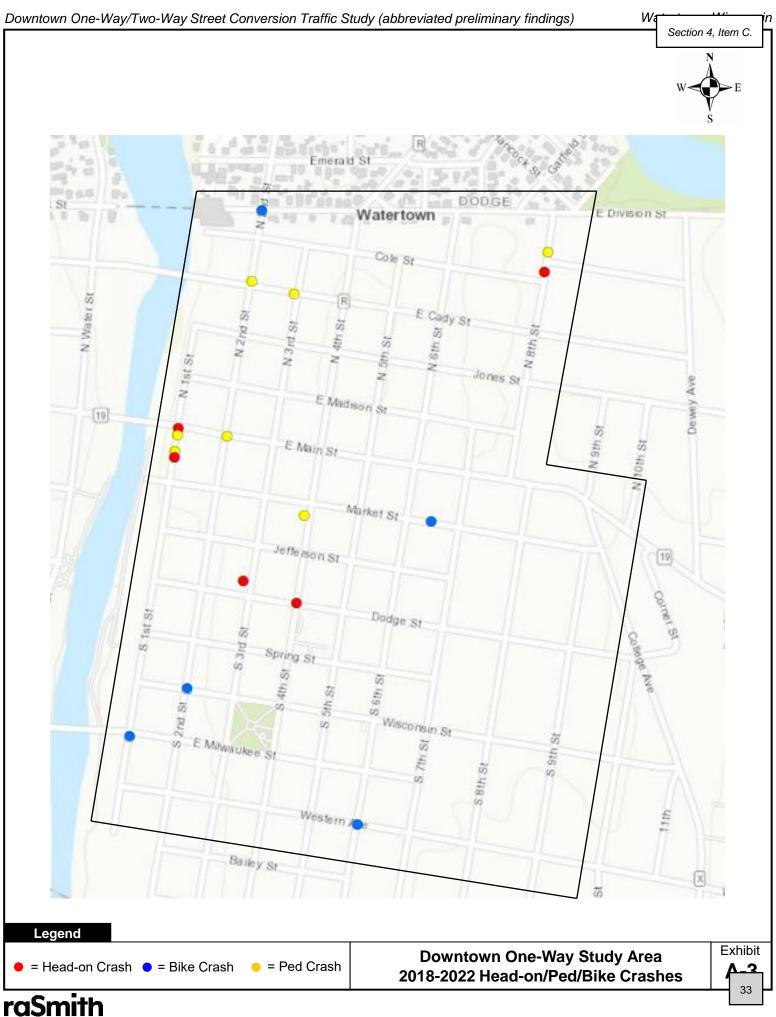
Legend	Year 2024 Synchro and SimTraffic	7
= Synchro 95 th Percentile Queue (ft)	 95th Percentile Queues Main Street with 3rd/Street 4th Street 	Exhibit
■ ■ ■ = SimTraffic 95 th Percentile Queue (ft)	Two-way Configuration	
- •		29

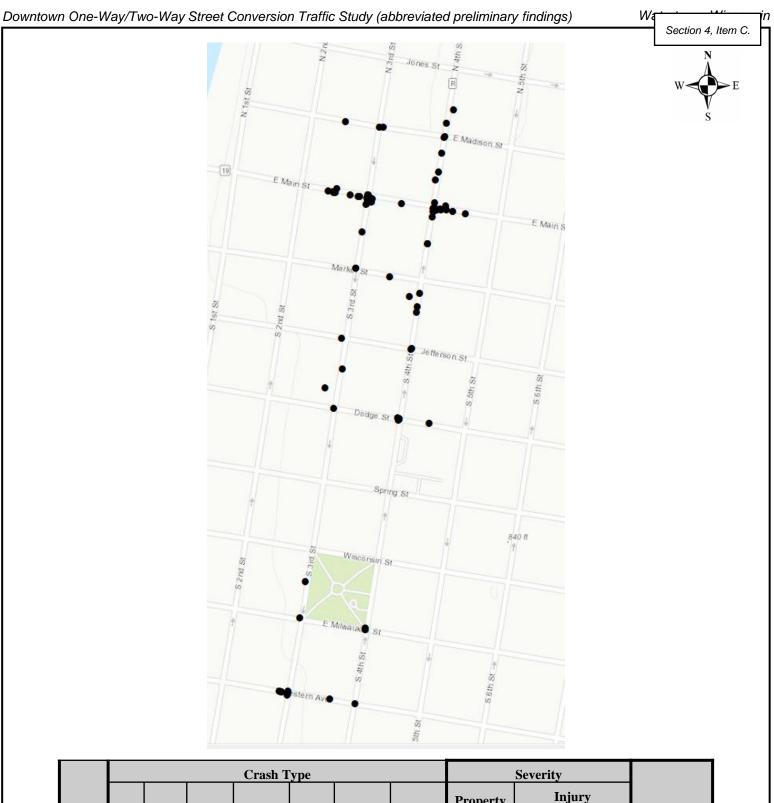
APPENDIX A

Crash Maps









			Crash Type								Severity						
									Property		Injury						
	G44	Rear	A	Side	Fixed	Head	Parked	D. 1/D'I.	Damage	V		р	C	T - 4 - 1			
	Street	End	Angle	Swipe	Object	On	Vehicle	Ped/Bike	Only	K	Α	B	C	Total			
	3 rd St	7	23	6	3	1	2	0	33	0	0	7	2	42			
	4 th St	4	22	4	6	1	5	1	36	0	0	4	3	43			
L	Total	11	45	10	9	2	7	1	69	0	0	11	5	85			

Legend

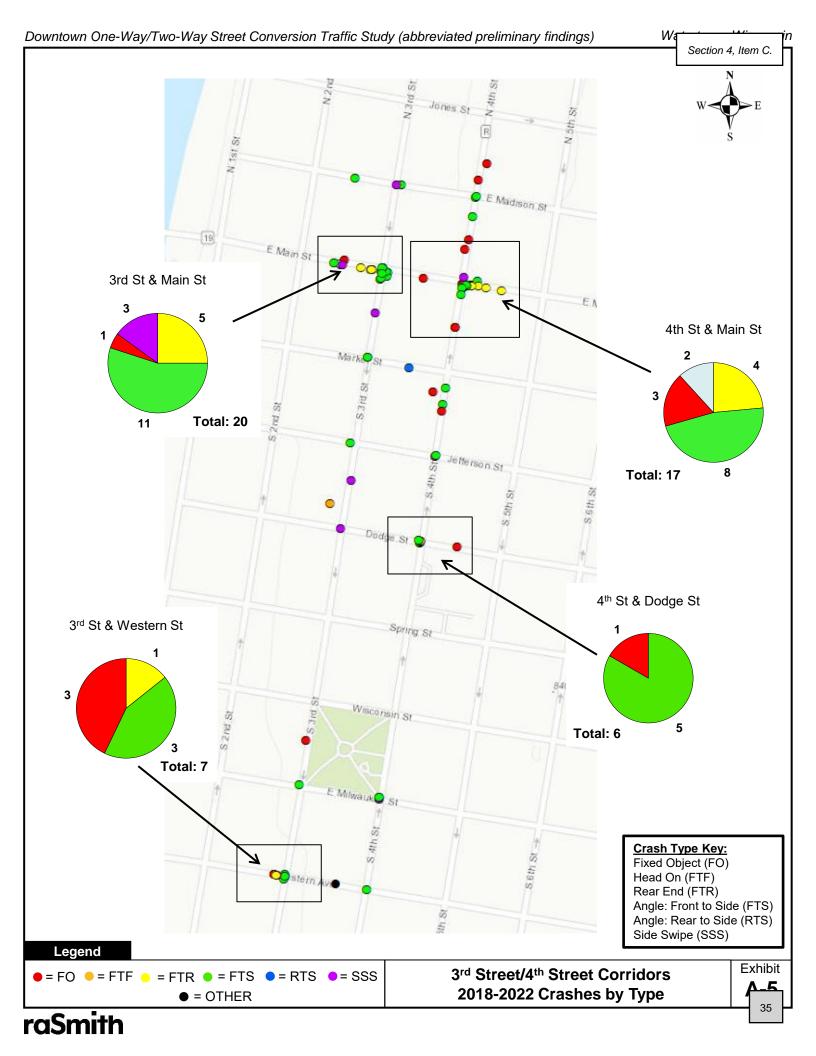
• = Reported Crash

3rd Street/4th Street Corridors 2018-2022 Total Crashes

Exhibit

34

raSmith



APPENDIX B

Traffic Information

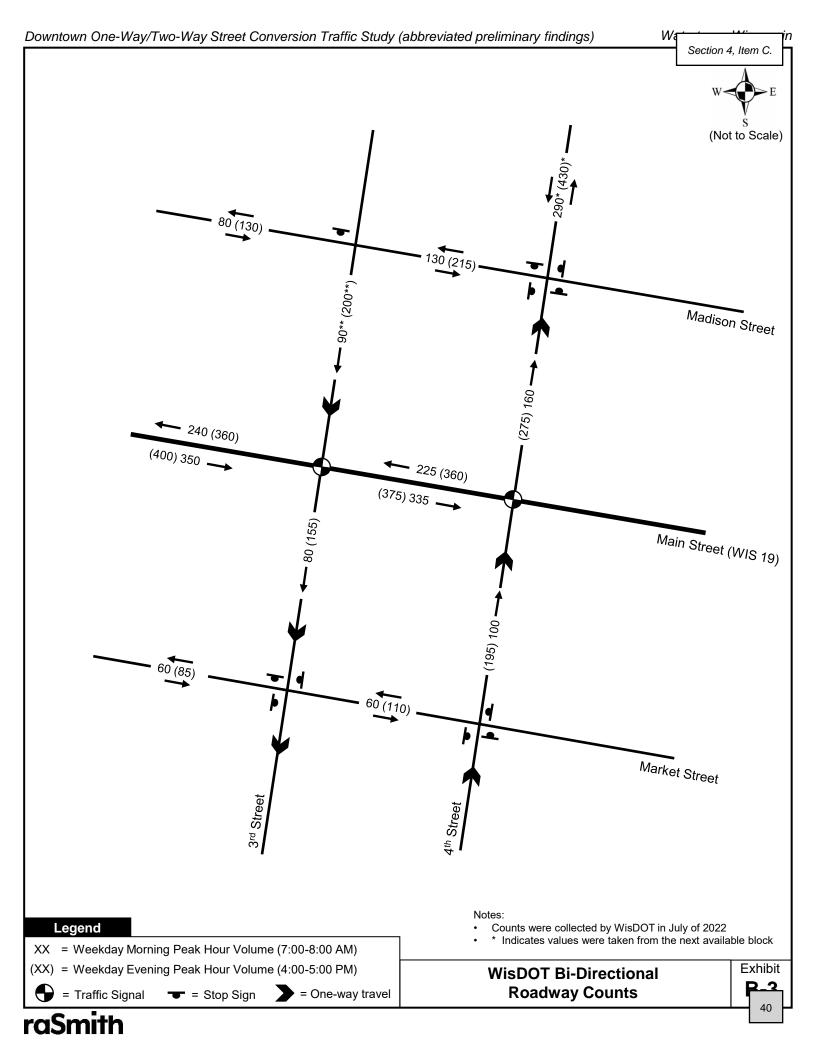
Supplemental Volume Exhibits



raSmith



raSmith



Summary of Estimated PHF and Percent Heavy Vehicles

Wa

	T = 2 (1) =	Deal	Peak		Percent Hea	vy Vehicles	
Intersection	Traffic Control	Peak Hour	Hour Factor	Eastbound	Westbound	Northbound	Southbound
3 rd St with Market St	All-Way Stop	AM	0.82	3%	3%	-	3%
3 rd St with Market St	Control	PM	0.90	3%	3%	-	3%
	Traffic	AM	0.82	3%	3%	-	3%
3 rd St with Main St	Signal	PM	0.90	3%	3%	-	3%
	Two-Way	AM	0.82	1%	3%	-	1%
3 rd St with Madison St	Stop Control	PM	0.90	1%	3%	-	1%
Ath Ot with Marchaet Ot	All-Way Stop	AM	0.82	3%	1%	3%	-
4 th St with Market St	Control	PM	0.90	3%	1%	3%	-
	Traffic	AM	0.82	3%	3%	3%	-
4 th St with Main St	Signal	PM	0.90	3%	3%	3%	-
	All-Way Stop	AM	0.82	1%	1%	3%	3%
4 th St with Madison St	Control	PM	0.90	1%	1%	3%	3%

Notes:

-Peak Hour Factors were based on the April 14th, 2022 count at the 5th St & Main St intersection and used for entire system.

-Heavy Vehicle Percentages were assumed to be 3% for east and west approaches along Main St based on the April 14th, 2022 count at the 5th St and Main St intersection, and estimated as 3% along truck route approaches and 1% along non-truck route approaches.

Summary of Peak Hour Factor and Percent Heavy Vehicle Data Existing One-Way Configuration

raSmith

Wa

	T	Deal	Peak		Percent Hea	avy Vehicles	
Intersection	Traffic Control	Peak Hour	Hour Factor	Eastbound	Westbound	Northbound	Southbound
3 rd St with Market St	All-Way Stop	AM	0.82	3%	3%	3%	3%
5 rd St with Market St	Control	PM	0.90	3%	3%	3%	3%
Ord Ot with Main Ot	Traffic	AM	0.82	3%	3%	3%	3%
3 rd St with Main St	Signal	PM	0.90	3%	3%	3%	3%
Ord Ot with Mardia are Ot	All-Way Stop	AM	0.82	1%	3%	3%	1%
3 rd St with Madison St	Control	PM	0.90	1%	3%	3%	1%
	All-Way Stop	AM	0.82	3%	1%	3%	3%
4 th St with Market St	Control	PM	0.90	3%	1%	3%	3%
	Traffic	AM	0.82	3%	3%	3%	3%
4 th St with Main St	Signal	PM	0.90	3%	3%	3%	3%
	All-Way Stop	AM	0.82	3%	1%	3%	3%
4 th St with Madison St	Control	PM	0.90	3%	1%	3%	3%

Notes:

-Peak Hour Factors were based on the April 14th, 2022 count at the 5th St & Main St intersection and used for entire system.

-Heavy Vehicle Percentages were assumed to be 3% for east and west approaches along Main St based on the April 14th, 2022 count at the 5th St and Main St intersection, and estimated as 3% along truck route approaches and 1% along non-truck route approaches.

Summary of Peak Hour Factor and Percent Heavy Vehicle Data Two-Way Configuration

raSmith

Intersection Traffic Counts

TRAFFIC VOLUME SUMMARY

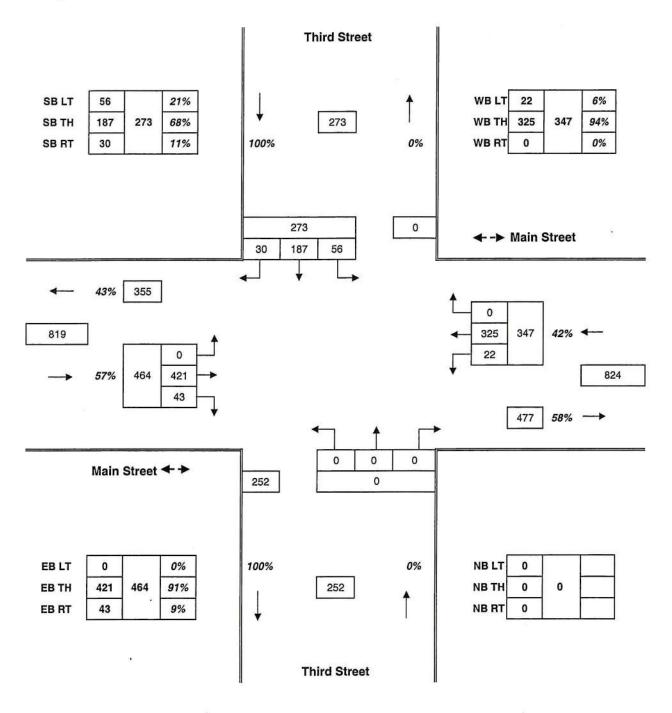
Project Title: Watertown "" Project I.D.: ? Date of Count: May 25, 2004 Design Year: 2004

and and a

1

1

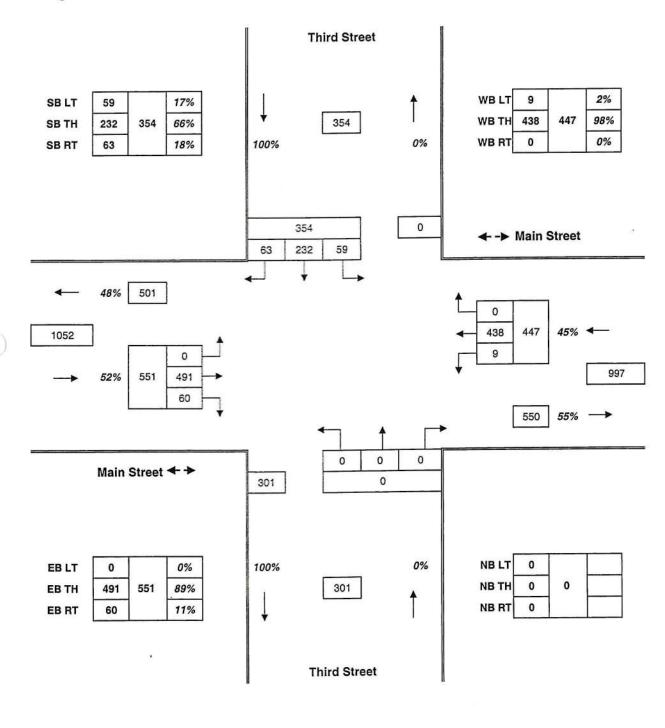
ExistingAM Design Hour Traffic Volumes Design Hour: 7:30-8:30 Location: Main Street & Third Street



Earth Tech Project No. 77611

TRAFFIC VOLUME SUMMARY

Project Title: Watertown Traffic Signal Analysis Project I.D.: 77611 Date of Count: May 25, 2004 Design Year: 2004 ExistingPM Design Hour Traffic Volumes Design Hour: 3:45-4:45 Location: Main Street & Third Street

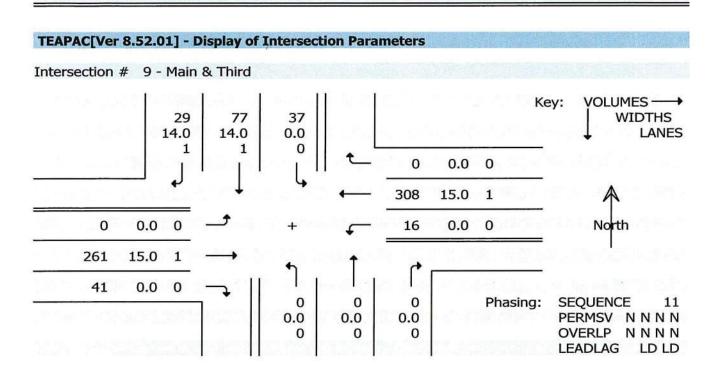


Earth Tech Project No. 77611

е а к т н 🌍 **т е с н**

8/16/2004

06/23/17 11:54:30



TEAPAC[Ver 8.52.01] - Satflow Rates and LT Clearance Cycles

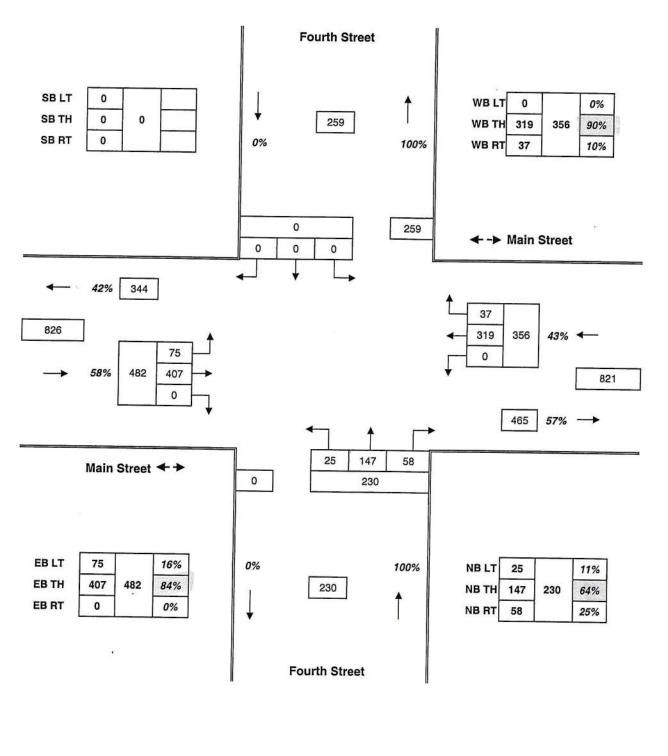
Intersection # 9 - Main & Third

SEQ= 11 CYC= 60	N . RT	Approa TH	ch LT	E / RT	Approa TH	ach LT	S A RT	npproa TH	ch LT	W A RT	Approa TH	ch LT	
Volumes Wid/Lan	46 14/1		43 0/0	0 0/0		4 0/0	0 0/0	0 0/0	0 0/0	44 0/0	503 15/1	0 0/0	
Protctd Permitd LT Cmax	1287	1738	0 0 167	0	1754	0 0 1800	0	0	0 0 0	0	1736	0 0 0	

TRAFFIC VOLUME SUMMARY

Project Title: Watertown "" Project I.D.: ? Date of Count: May 25, 2004 Design Year: ?

ExistingAM Design Hour Traffic Volumes Design Hour: 7:30-8:30 Location: Main Street & Fourth Street

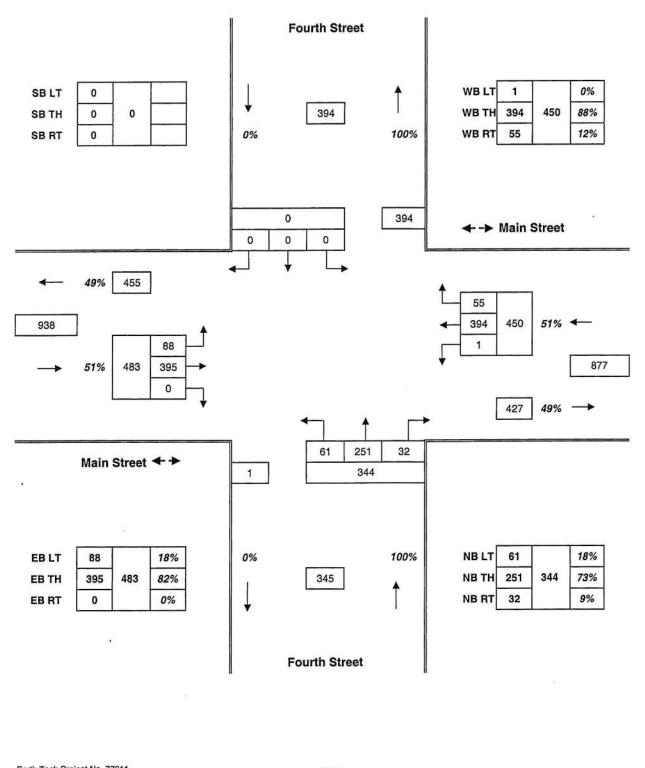


Earth Tech Project No. 77611

Е А R T H 🌔 Т Е С Н

TRAFFIC VOLUME SUMMARY

Project Title: Watertown Traffic Signal Analysis Project I.D.: 77611 Date of Count: May 25, 2004 Design Year: 2004 ExistingPM Design Hour Traffic Volumes Design Hour: 3:45-4:45 Location: Main Street & Fourth Street



Earth Tech Project No. 77611

1

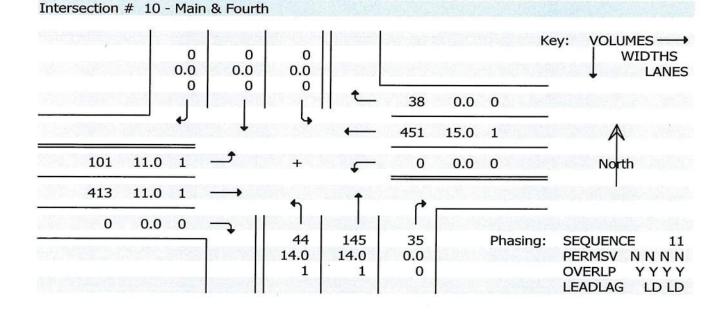
(

AM Peak

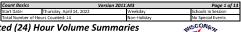
TEAPAC[Ver 8.52.01] - Display of Intersection Parameters Intersection # 10 - Main & Fourth Key: 0 0 WIDTHS 0 0.0 0.0 0.0 LANES 0 0 0 20 0.0 0 313 15.0 1 0 1 0 39 11.0 0.0 + North 257 11.0 1 ٢ I 0 0 0.0 33 22 73 Phasing: SEQUENCE 11 PERMSV NNNN 14.0 14.0 0.0 OVERLP NNNN 1 0 1 LEADLAG LD LD

17:38:52

TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

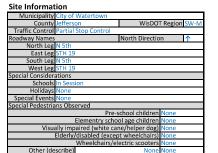


Intersection Traffic Volume Report



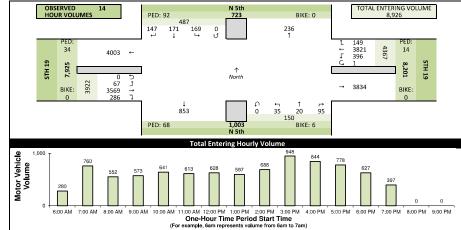
Base Information, Observed (14) Hour and Estimated (24) Hour Volume Summaries

Intersection of: N 5th & STH 19

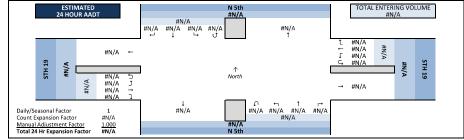


Count Infor	mation					OFTRAN
Hrs Counted:	6:00 AM-8:00	PM				
1st Day of Cou					Weath	er
	Period Thursd				Clear 8	& Dry
Midday Peak	Period Thursd	ay, April	14, 202	2	Clear 8	k Dry
	Period Thursd	ay, April	14, 202	2	Clear 8	k Dry
Calculated Pea						
AM	7:15-8:15am	MD	10:15-1	11:15am	PM	2:45-3:45pm
Peak Hours Sel						
	7:15-8:15am			11:15am	PM	2:45-3:45pm
	nal Adjustmer					
	ount Expansio					
	nal Adjustmer					Factor #N/A
Company	Name MSA P					ual Adj. 1.000
Observers				ion Video Rec		-
				ion Video Rec		
	PM Pea	k Period	Miovis	ion Video Rec	ording	
Comments	2019 DOT Sea	sonal Fa	ctors			

Observed 14 Hour Volume Summary



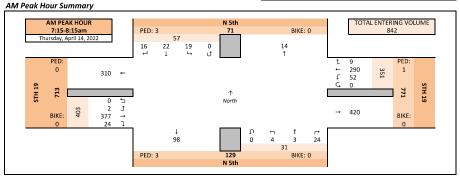
Estimated 24 Hour AADT



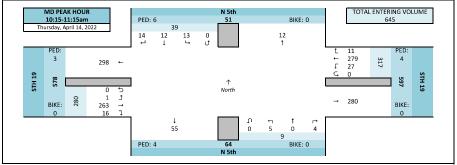




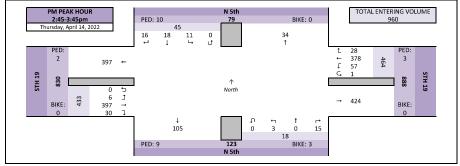
N 5th & STH 19



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

N 5th & STH 19

•	Sum	mary		

Count Basics Start Date:	Thursday, April 14, 2022	Weekday	Page 3 of 13 Schools in Session
Total Number	of Hours Counted: 14	Non-Holiday	No Special Events

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs
--

Th	ursday, April 14, 2022	From N Note Right Thru Left 0 2 6 8 5 5 7 7 Volume 15 20 2 2 volume 15 20 2 2 it Trucks 0.0 0.0 0.0 0.0 0.0 otal) 0.0 0.0 0.0 0.0 0.0 0.0			rth			Fr	← om Ea	st			Fro	n Sou	uth			Fre	→ m We	est		
	AM Peak Hour			N 5th				:	STH 19					N 5th					STH 19	1		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153
L.	7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	1	0	12	7	120	1	0	128	252
101	7:45 AM	5	5	7	0	17	3	98	18	0	119	7	2	1	0	10	6	105	0	0	111	257
k I	8:00 AM	5	7	7	0	19	3	67	10	0	80	3	1	1	0	5	5	71	0	0	76	180
Pec	Peak Hour Volume	16	22	19	0	57	9	290	52	0	351	24	3	4	0	31	24	377	2	0	403	842
N	Rounded Hourly Volume	15	20	20	0	55	10	290	50	0	350	25	5	5	0	35	25	375	0	0	400	840
A	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	11.1	3.1	1.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	2.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	11.1	3.4	1.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	2.3
	Peak Hour Factor (PHF)	0.67	0.69	0.68	0.00	0.75	0.75	0.74	0.72	0.00	0.74	0.55	0.37	1.00	0.00	0.65	0.86	0.79	0.50	0.00	0.79	0.82

Th	ursday, April 14, 2022		Fro	₩ m No	rth			Fr	← om Ea	st			Fro	n Sou	uth			Fro	→ om We	est		
	MD Peak Hour			N 5th					STH 19					N 5th					STH 19			
5	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
lou	10:15 AM	2	3	2	0	7	3	66	8	0	77	2	0	1	0	3	4	56	0	0	60	147
<u>к</u> н	10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	0	70	167
Da.	10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	1	0	2	3	80	0	0	83	172
	11:00 AM	9	2	3	0	14	3	71	4	0	78	0	0	0	0	0	4	63	0	0	67	159
1 P	Peak Hour Volume	14	12	13	0	39	11	279	27	0	317	4	0	5	0	9	16	263	1	0	280	645
1	Rounded Hourly Volume	15	10	15	0	40	10	280	25	0	315	5	0	5	0	10	15	265	0	0	280	645
da	% Single Unit Trucks	7.1	8.3	7.7	0.0	7.7	0.0	1.4	3.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	6.2	1.9	0.0	0.0	2.1	2.2
lid	% Heavy Trucks	0.0	0.0	7.7	0.0	2.6	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.2
<	% Trucks (Total)	7.1	8.3	15.4	0.0	10.3	0.0	2.9	3.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6.2	3.0	0.0	0.0	3.2	3.4
	Peak Hour Factor (PHF)	0.39	0.75	0.65	0.00	0.70	0.55	0.96	0.84	0.00	0.92	0.50	0.00	0.42	0.00	0.56	0.80	0.82	0.25	0.00	0.84	0.94

Th	ursday, April 14, 2022		Fro	↓ m No	rth			Fr	← om Ea	ist			Fro	n Sou	ıth			Fro	→ m We	est		
	PM Peak Hour			N 5th				;	STH 19	1				N 5th					STH 19			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212
1	3:00 PM	4	4	1	0	9	7	81	11	0	99	1	0	1	0	2	6	103	1	0	110	220
Ę	3:15 PM	1	5	6	0	12	7	105	10	1	123	6	0	1	0	7	9	115	2	0	126	268
k	3:30 PM	3	4	1	0	8	9	118	27	0	154	3	0	0	0	3	7	87	1	0	95	260
000	Peak Hour Volume	16	18	11	0	45	28	378	57	1	464	15	0	3	0	18	30	397	6	0	433	960
s	Rounded Hourly Volume	15	20	10	0	45	30	380	55	0	465	15	0	5	0	20	30	395	5	0	430	960
đ	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	1.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.2
	Peak Hour Factor (PHF)	0.50	0.90	0.46	0.00	0.70	0.78	0.80	0.53	0.25	0.75	0.62	0.00	0.75	0.00	0.64	0.83	0.86	0.75	0.00	0.86	0.90

Peak Hour Pedestrian and Bicyclist Volumes

Pe	destrians and Bicyclists	Cr	ossing 🔹		Cr	ossing	+	Cr	ossing		Cr	ossing 🔶		Total
	* *	North App	proach		East App	proach	÷	South App	oroach 🔸	•	West Ap	oroach 🙀		Ped &
			N 5th			STH 19			N 5th			STH 19		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Volume									
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
N	7:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
~	8:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
	Total	3	0	3	1	0	1	3	0	3	0	0	0	7
	-													
	10:15 AM	2	0	2	0	0	0	3	0	3	1	0	1	6
-	10:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	4
GN	10:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	3
· `	11:00 AM	1	0	1	1	0	1	0	0	0	2	0	2	4
	Total	6	0	6	4	0	4	4	0	4	3	0	3	17
H	2:45 PM	3	0	3	2	0	2	4	0	4	0	0	0	9
	3:00 PM	2	0	2	1	0	1	3	2	5	1	0	1	9
No		2	0	2	0	0	0	2	1	3	0	0	0	5
•	3:30 PM	3	0	3	0	0	0	0	0	0	1	0	1	4
	Total	10	0	10	3	0	3	9	3	12	2	0	2	27

Intersection Traffic Volume Report

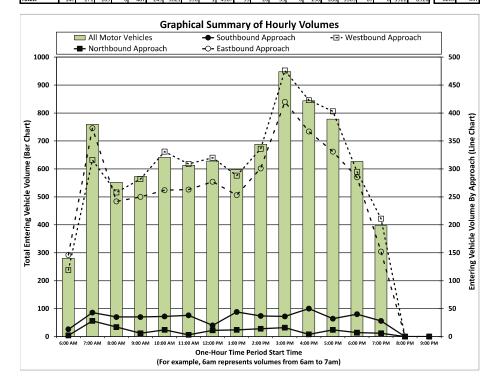
Hourly Volume Summary - Motor Vehicle Data



N 5th & STH 19

One-Hour Motor Vehicle Data

			-	+				-	+				-	Ţ				-	*					
On	e-Hour		Fro	om No	rth			Fr	om Ea	st			Fro	om Soi	uth			Fro	om We	est		Total	Direction	al
Tin	ne Period			N 5th					STH 19					N 5th					STH 19			Vehicle	Volume ⁻	Fotals
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	2	6	5	0	13	2	110	7	0	119	0	0	2	0	2	9	136	1	0	146	280	265	
5	7:00 AM	11	18	14	0	43	8	258	50	0	316	23	2	3	0	28	22	349	2	0	373	760	689	
¥	8:00 AM	10	15	10	0	35	7	227	24	0	258	12	3	2	0	17	17	221	4	0	242	552	500	;
	9:00 AM	4	16	15	0	35	4	241	37	0	282	4	2	0	0	6	30	220	0	0	250	573	532	
	10:00 AM	7	14	15	0	36	14	283	34	0	331	7	0	5	0	12	20	241	1	0	262	641	593	
۵	11:00 AM	19	8	11	0	38	11	271	27	0	309	2	1	0	0	3	19	244	0	0	263	613	572	
S	12:00 PM	9	5	6	0	20	8	284	28	0	320	7	1	3	0	11	22	247	8	0	277	628	597	
	1:00 PM	8	15	21	0	44	11	254	23	0	288	5	3	4	0	12	29	220	4	0	253	597	541	
	2:00 PM	14	14	9	0	37	13	294	29	0	336	8	2	4	0	14	24	274	3	0	301	688	637	
	3:00 PM	11	15	10	0	36	25	398	52	1	476	11	1	4	0	16	28	383	9	0	420	948	896	
	4:00 PM	22	12	16	0	50	21	379	23	0	423	3	0	1	0	4	18	335	14	0	367	844	790	
5	5:00 PM	10	8	14	0	32	15	355	33	0	403	6	3	3	0	12	16	308	7	0	331	778	734	4
Р	6:00 PM	11	17	12	0	40	4	268	23	0	295	5	1	1	0	7	30	247	8	0	285	627	580	
	7:00 PM	9	8	11	0	28	6	199	6	0	211	2	1	3	0	6	2	144	6	0	152	397	363	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tot	tals	147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3922	8926	8289	6



*

Page 6 of 13

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

N 5th & STH 19

15	-Minute N	Notor	Vehi	cle Da	ata										-				-					
				¥					÷					↑					≯					
	Minute		Fr	om No				F	rom E				Fr	om So				Fr	om W					
	e Period			N 5th					STH 1					N 5ti					STH 1			15-Min	Hourly	
Sta	rt Time 6:00 AM	Right	Thru	Left	U-Tn 0	Total	Right	Thru 18	Left	U-Tn	Total	Right	Thru	Left 0	U-Tn 0	Total	Right	Thru 30	Left	U-Tn	Total 32	Totals 55	Sum 280	PHF 0.80
	6:15 AM	Ó	0	2	0	2	0	28	3	0	31	0	0	0	0	0	4	27	0	0	31	64	323	0.82
	6:30 AM	0	3	2	0	5	1	27	1	0	29	0	0	1	0	1	2	35	1	0	38	73	412	
	6:45 AM 7:00 AM	1	1	0	0	2	1	37	2	0	40	0	0	1	0	1	1	44	0		45 46	88 98	591 760	0.59
po	7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153	842	0.82
Period	7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	1	0	12	7	120	1	0	128	252	838	0.82
	7:45 AM 8:00 AM	5	5	7	0	17	3	98 67	18	0	119 80	7	2	1	0	10	6	105	0	0	111 76	257 180	691 552	0.67
Peak	8:15 AM	2	3	2	0	19	3	59	10	0	65	7	1	0	0	3	7	61	1	0	69	149	522	0.87
AM	8:30 AM	1	2	0	0	3	2	48	4	0	54	1	1	0		2	2	43	1	. 0	46	105	524	0.87
1	8:45 AM 9:00 AM	2	3	1	0	6 10	1	53 63	5	0	59 74	1	0	1	0	2	3	46 53	2	0	51 64	118 150	546	0.90
	9:00 AM 9:15 AM	2	4	3	0	10	3	74	6	0	/4	2	1	0		1	3	53	0		56	150	578	
	9:30 AM	1	2	3		6		41	12	0	54	2	0	0		2	8	57	0	0	65	127	574	
	9:45 AM 10:00 AM	0	5	3	0	8	0	63	8	0	71	0	1	0		1	8	57	0		65	145	614 641	
	10:00 AM 10:15 AM	2	4	2	0	11	6	75	11	0	92 77	3	0	0	0	3	8	41	0		49	155	645	0.93
	10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	. 0	70	167	644	0.94
-	10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	1	0	2	3	80	0		83	172	629	0.91
Period	11:00 AM 11:15 AM	9	2	3	0	14	3	71 68	4	0	78 74	0	0	0	0	0	4	63 60	0		67 63	159 146	613	0.96 0.87
	11:30 AM	4	2	2	0	8	3	62	9	0	74	2	1	0	0	3	8	59	0		67	152	644	0.88
Peak	11:45 AM	1	2	4	0	7	3	70	10	0	83	0	0	0	0	0	4	62	0	0	66	156	630	0.86
	12:00 PM 12:15 PM	4	1	2	0	7	1	84 71	11	0	96 77	1	1	1	0	7	11	60 63	3	0	74 68	184 152	628 591	0.85
Vidday	12:30 PM	2	1	2	Ő	5	1	69	4	0	74	1	0	1	0	2	3	53	1	0	57	132	578	0.94
Mic	12:45 PM	0	2	1	0	3	5	60	8	0	73	0	0	0		0	5	71	2	0	78	154	604	
	1:00 PM 1:15 PM	2	4		0	9		72 54	7	0	80 58	1	0	1	0	2	4	50 52	2		56 65	147	597	0.91
	1:30 PM	1	4	5	0	14	7	62	9	0	78	1	1	2	0	4	9	61	2	0	72	164	624	
	1:45 PM	2	3	6	0	11	2	66	4	0	72	1	2	1	0	4	3	57	0		60	147	623	0.96
	2:00 PM 2:15 PM	3	2	1	0	6	6	81 65	8	0	95 73	1	0	1	0	2	4	51 67	0	0	55 73	158	688	0.81 0.85
	2:30 PM	3	3	2	Ő	8	1	74	5	0	80	1	1	2	Ő	4	7	64	0	0	71	163	863	0.81
	2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212	960	0.90
	3:00 PM 3:15 PM	4	4	1	0	9	7	81 105	11	0	99 123	1	0	1	0	2	6	103	1	0	110 126	220	948	0.88 0.87
	3:30 PM	3	4	1	0	8	9	105	27	0	123	3	0	0	0	3	7	87	1	0	95	260	851	0.82
	3:45 PM	3	2	2	0	7	2	94	4	0	100	1	1	2	0	4	6	78	5	0	89	200	833	0.86
	4:00 PM 4:15 PM	4	2	4	0	10	6	94 86	4	0	104 94	1	0	0	0	1	5	80 79	4	0	89 83	204	844	0.87
	4:30 PM	9	6	6	0	21	5	114	5	0	124	1	0	0		1	6	85	5	0	96	242	879	0.90
	4:45 PM	4	3	3	Ő	10	8	85	8	0	101	0	0	1	0	1	5	91	3		99	211	816	
P	5:00 PM 5:15 PM	2	3	4	0	9	7	107 102	12	0	126 110	2	1	0	0	3	8	82 70	1	0	91 74	229	778	
Period	5:30 PM	3 1	1	3	0	5	4	73	5	0	85	1	1	1	0	3	3	81	2	0	86	197	701	
k P	5:45 PM	4	3	2	0	9	1	73	8	Ő	82	1	1	0	0	2	3	75	2	0	80	173	673	0.96
Peak	6:00 PM 6:15 PM	3	4	5	0	12	0	76	9	0	85 83	1	0	0		1	10 10	67 65	0	0	77	175	627 553	0.90
PM F	6:15 PM 6:30 PM	1	4	2	0	10	4	67	- 7	0	83	1	1	1	0	3	10	65 57	2	0	65	1/4	466	0.79
đ	6:45 PM	4	3	2	0	9	0	53	0	0	53	2	0	0	0	2	4	58	1	0	63	127	414	0.81
	7:00 PM	2	2	1	0	5	1	48	1	0	50	2	0	1	0	3	0	39	4		43	101	397	0.90
	7:15 PM 7:30 PM	2	3	5	0	8	1	51 45	0	0	53 50	0	0	0	0	3	2	26 34	0	0	26	87		+
	7:45 PM	5	0		0	7	2	55	1	0	58	0	Ô	0	0	0		45	0		45	110		
	8:00 PM 8:15 PM	0	0		0	0	0	0	0	0	0	0	0	0		0		0	0		0	0		
	8:15 PM 8:30 PM	0	0			0	0	0	0	0	0	0	0	0		0		0	0		0	0		-
	8:45 PM	0	0	0	0	0	0	0	0	0	Ő	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0			0	0	0	0	0	0	0	0	0		0		0	0		0	0		
	9:15 PM 9:30 PM	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0		
	9:45 PM	0	0	0	0	<u> </u>	0	0	0	0	0	0	0	0	0	_ o	0	0	0		0	0		
Tot	als	147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3922	8926		

ount Bas

hursday, April 14,

Weekda

All Motor Vehicles

Peak Hour All Vehicle Volume Summary

						,																
				÷					÷					^					+			
Hourl	ly		Fr	om No	orth			F	rom E	ast			Fr	om So	buth			Fr	om W	/est		Total
Time	Period			N 5th	1				STH 1	9				N 5t	1				STH 1	9		Hourly
Start	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 7	7:15 AM	16	22	19	0	57	9	290	52	0	351	24	3	4	0	31	24	377	2	0	403	842
MD 1	10:15 AM	14	12	13	0	39	11	279	27	0	317	4	0	5	0	9	16	263	1	0	280	645
PM 2	2:45 PM	16	18	11	0	45	28	378	57	1	464	15	0	3	0	18	30	397	6	0	433	960

Intersection Traffic Volume Report

15-Minute Automobile Data



Page 5 of 13 Schools in Session No Special Events

15-Minute Automobile Data

	Minute		Fr	om N				F	erom E				Fr	↑ om Sc				Fr	→ rom W				
	e Period			N 5th					STH 1					N 5th				-	STH 1			15-Min	Ho
itar	rt Time		Thru	Left	U-Tn	Total		Thru	Left	U-Tn			Thru		U-Tn				Left			Totals	Su
	6:00 AM	0	2	1	0	3	0		1	0	19	0	0	0	0	0	2	30	0	0		54	
	6:15 AM 6:30 AM	0	0	2		2	0		3	0	31	0	0	0	0	0	4	26	0	0	30	63	
			3	~		5	1	27	1	0	29			1		1	2	31	1		34	69	
	6:45 AM	1	1	0		2	1	34	2	0	37	0	0	1	0	1	1	44	0	0	45	85	
σ	7:00 AM	0	3	2	0	5	2	33	8	0	43	2	0	0	0	2	3	41	0	0	44	94	
Period	7:15 AM	0	2	1	0	3	2	40	12	0	54	3	0	1	0	4	6	79	1	0	86	147	_
Pe	7:30 AM	6	8	4		18	0	81	11	0		11	0	1	0	12	7	117	1	0	125	247	
	7:45 AM	5	5	7	0	17	3	94	18	0		7	2	1	0	10	6	104	0	0		252	
Peak	8:00 AM	5	7	7	0	19	3	65	10	0		3	1	1	0	5	5	70	0	0	75	177	
	8:15 AM	2	3	2	0	7	1	57	5	0		7	1	0	0	8	7	58	1	0		144	
AM	8:30 AM	1	2	0		3	2	47	4	0		1	1	0		2	2	42	1	0		103	
`	8:45 AM	2	3	1	0	6	1	51	5	0		1	0	1	0	2	3	46	2	0		116	
	9:00 AM	2	5	3		10	0	61	11	0		2	0	0		2	11	50	0	0	61	145	
	9:15 AM	1	4	5	V	10	3	72	6	0		0	1	0	0	1	3	52	0	0	55	147	
	9:30 AM	1	2	3	0	6	1	40	12	0		1	0	0	0	1	8	56	0	0	64	124	
	9:45 AM	0	5	3	0	8	0	61	8	0		0		0	0	1	8	55	0	0	63	141	L
	10:00 AM	2	4	5	0	11		71	11	0		3	0	0	0	3	8	41	0	0	49	151	E
	10:15 AM	2	3	1		6	3	62	8	0		2	0	1	0	3	4	55	0	0		141	
	10:30 AM	0		3		6		73	8	0		1	0	3	0	4	4	61	1	0		162	E
_	10:45 AM	2	3	4		9			6			1	0	1	0	2	3	78	0	0		165	Ľ
00	11:00 AM	9	2	3	0	14	3	69	4	0		0	0	0	0	0	4		0	0	65	155	Г
Peri	11:15 AM	5	1	2	0	8	2	66	4	0	72	0	0	0	0	0	3	56	0	0	59	139	
	11:30 AM	4	2	2	0	8	3	60	9	0	72	2	1	0	0	3	8	57	0	0	65	148	
Peak	11:45 AM	1	2	4	0	7	3	66	10	0	79	0	0	0	0	0	4	60	0	0	64	150	
g,	12:00 PM	4	1	2	0	7	1	84	9	0	94	5	1	1	0	7	11	58	3	0	72	180	
	12:15 PM	3	1	1	0	5	1	69	5	0	75	1	0	1	0	2	3	62	2	0	67	149	
ğ	12:30 PM	2	1	2	0	5	1	64	4	0	69	1	0	0	0	1	3	50	1	0	54	129	
Midday	12:45 PM	0	2	1	0	3	5	59	8	0	72	0	0	0	0	0	5	67	2	0	74	149	
<	1:00 PM	2	4	3	0	9	1	69	7	0		1	Ó	1	0	2	4	48	2	0	54	142	
	1:15 PM	3	4			13	1	53	3	0		2	0	0	0	2	12	52	0	0		136	
	1:30 PM	1	4	4		9	7	61	9			0	1	2	0	3	9	58	2	0		158	
	1:45 PM	2	3	6		11	2	62		0	68	1	2	1	0	4	3	54	0	0		140	
	2:00 PM	3	2	1	Ō	6			8	0		1	0	1	0	2	3	51	0	0	54	152	1
	2:15 PM	ő	4	3	0	7	1	64	7	0	72	1	Ő	Ô	ő	1	5	67	1	0	73	153	
	2:30 PM	3	3	2	Ő	,	1	72	5	Ő	78	1	1	ž	ő	4	7	64	0	ŏ	71	161	
	2:45 PM	9	5	3	. 0	16	5	71	9	0		5	0	1	0	6	8	86	2	Ő	96	203	
	3:00 PM	4		1	0	9	7	78	11	Ő		1	0	1	0	2	6	99	1	Ő	106	203	
	3:15 PM	1	5	6		12	7	102	10	1	120	6	Ő	1	0	7	9	114	2	Ő	125	264	
	3:30 PM	3	4	1		8	9	102	27	0		3	0	0		2	7	87	1	ő		259	
	3:45 PM	3	4	2		7	2	93	4	0		1	1	2	0	3	6	71	5	0		192	-
	4:00 PM	4	2	4		10	2	93	4			1	0	2	0	4	5	77	3	0		200	
	4:00 PM 4:15 PM	4	2	4		9	2	93	4			-	0	0		1	2	78	4	0		182	H
	4:15 PW	9	6			21	5		5	0		-	0	0		1	6	/8		0		242	H
	4:30 PM 4:45 PM	9	6	3	0	10	8		5	0	124	1	0	- 1	0	1	5	85		0	96	242	H
	4:45 PIVI 5:00 PM	4	3	3	0	10	8	84 106	12	0	100	- 0	1	0	0	1	5	89	3	0		208	
g	5:00 PM 5:15 PM	2	3	4	0	9			12			2		2	0	3	8		1	0			H
Period	5:15 PM 5:30 PM	3	1	- 5	0	9	3	100		0		- 4	0		0	4	2	70	- 4		74	195 179	-
Pe	5:30 PM 5:45 PM	1	1	3		5	4		8			1		1	0	3		81 74	2	0	86		H
×	5:45 PM 6:00 PM	4	3	2	0		1	73	8	0		1	1	0		2	3 10		2	0	79	172	H
Peak	6:00 PM 6:15 PM	5				12				0		1		0		1		67				175	H
		1	6			10			7	0		1	0	0		1	10	65	5	0		174	-
PM	6:30 PM	3	4	-		9	0	67	7	0		1	1	1	0	3	6	57	2	0		151	H
	6:45 PM	4	3	2	0	9	0	53	0	0		2	0	0	0	2	4	58	1	0	63	127	H
	7:00 PM	2	2	1	0	5	1	48	1	0		2	0	1	0	3	0	39	4	0		101	H
	7:15 PM	2	3	3		8	2	51	0	0		0	0	0		0	0	26	0	0	26	87	H
	7:30 PM	0	3	5	0	8	1	45	4	0	50	0	1	2	0	3	2	34	2	0	38	99	H
	7:45 PM	5	0	2	0	7	2	54	1	0	57	0	0	0	0	0	0	45	0	0	45	109	H
	8:00 PM	0	0	0		0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	L
	8:15 PM	0		0		0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	L
	8:30 PM	0	0	0		0	0	0		0		0	0	0	0	0	0	0		0	0	0	
	8:45 PM	0				0	0					0	0	0		0	•	0		0		0	
	9:00 PM	0				0	0					0		0		0				0		0	Ľ
	9:15 PM	0				0	0					0	0	0		0	0	0		0		0	
	9:30 PM	0				0	0	0			0	0	0	0		0	0	0		0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
-	als	145	169	164	0	478	148	3728	392	1	4269	93	19	34	0	146	283	3485	67	0	3835	8728	

Count Basics

Thursday, April 14, 202

Automobiles (Cars, Light Trucks, & Motorcycles)

0

Peak Hour Automobile Volume Summary

				¥					+					♠					Ý			
Hou	·							F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Total
Time	me Period N 5th							STH 1	9				N 5th	۱				STH 1	9		Hourly	
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	16	22	19	0	57	8	280	51	0	339	24	3	4	0	31	24	370	2	0	396	823
MD	10:15 AM	13	11	11	0	35	11	271	26	0	308	4	0	5	0	9	15	255	1	0	271	623
PM	2:45 PM	16	18	11	0	45	28	368	57	1	454	15	0	3	0	18	30	386	6	0	422	939

Page 8 of 13

Intersection Traffic Volume Report

Count Basics Start Date: Page 7 of 13 hursday, April 14, 2

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



64 0 0

67 147

15-	Minute S	ingle L	Jnit (SU) T	ruck	& Bus l	Data					_										
	/linute		Fn	∳ om N				F	← rom E				Fr	↑ om Sc				Fr	→ om W			
	e Period			N 5tł				-	STH 1					N 5ti					STH 1			15-1
tar	t Time	Right			U-Tn			Thru		U-Tn					U-Tn	Total		Thru		U-Tn		Tota
	6:00 AM 6:15 AM	0	0	0			0	0	0			0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0				0	0	0			0	0		0	0	0	4	0	0	4	-
	6:45 AM	0	0				0	2	0			0	0			0	0	4		0	4	-
	7:00 AM	ő	0				0	1	ő			0	0		0	0	0	2	0	0	2	-
g	7:15 AM	Ő	0	0			0	3	1	0	4	Ő	0		Ő	0	0	2	0	0	2	
Peri	7:30 AM	0	0	0		0	1	0	0		1	0	0	Ó	0	0	0	3	0	0	3	
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	
Peak	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0			0	2	0		2	0	0		0	0	0	2	0	0	2	
AM	8:30 AM	0	0				0	1	0			0	0			0	0	1	0	0	1	
٦.	8:45 AM	0	0	0			0	1	0			0	0			0	0	0	0	0	0	I
	9:00 AM	0	0				0	1	0			0	0			0	0	2	0	0	2	┣—
	9:15 AM 9:30 AM	0	0				0		0			0	0			0	0	1	0	0	1	
	9:30 AM 9:45 AM	0	0				0		0			1	0			1	0	0	0		0	
	9:45 AM 10:00 AM	0	0				0		0			0	0			0	0	1		0	0	
	10:00 AM	0	0				0		0			0	0			0	0	0			0	
	10:30 AM	0	1				0		0			0	0			0	1	1	0	0	2	
	10:45 AM	1	0				0		1			0	0			0	0	2	0	0	2	
g	11:00 AM	Ô	0				0		0				0			0	0			ő	2	
Perio	11:15 AM	0	1				Ő		Ő			0	0			0	0		0	0	3	
	11:30 AM	0	0				0	1	0			0	0			0	0		0	0	1	
Peak	11:45 AM	0	0				0		0			0	0			0	0		0	0	1	
	12:00 PM	0	0				0	0	1			0	0			0	0	2	0	0	2	
lidday	12:15 PM	0	0				0		0			0	0			0	0	1	0	0	1	
8	12:30 PM	0	0				0	4	0			0	0		0	1	0	3	0	0	3	
Ē	12:45 PM	0	0				0		0			0	0			0	0	3	0	0	3	
	1:00 PM	0	0	0			0	1	0			0	0			0	0	0	0	0	0	_
	1:15 PM 1:30 PM	0	0	1	. 0		0	1	0			0	0		0	0	1	0		0	1	_
	1:45 PM	0	0	0			0	3	0			0	0		0	1	0	3	0	0	3	
-	2:00 PM	0	0	0			0	4	0		3	0	0			0	1	2	0	0	1	-
	2:15 PM	0	0	0	0		0	4	0			0	1	0	0	1	0	0	0	0	0	-
	2:30 PM	Ő	Ő	ŏ			ŏ	2	Ő		2	ő	Ô			0	Ő	Ő	ŏ	Ő	Ő	-
	2:45 PM	Ő	0	Ő			Ő	2	Ő		2	Ő	Ő	Ő	Ő	Ő	Ő	5	Ő	Ő	5	
	3:00 PM	Ō	0	0		0	0	2	0		2	0	0	0	0	0	Ō	4	0	0	4	
	3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	
	3:30 PM	0	0	0		0	0	1	0			0	0		0	0	0	0	0	0	0	
	3:45 PM	0	0	0			0		0			0	0			0	0	6	0	0	6	
	4:00 PM	0	0	0			0	1	0			0	0			0	0	3	0	0	3	
	4:15 PM	0	0				0		0			0	0			0	0	0	0	0	0	
	4:30 PM 4:45 PM	0	0				0		0			0	0			0	0	0		0	0	
	4:45 PM 5:00 PM	0	0				0	1	0			0	0			0	0	1	0	0	1	
g	5:00 PM 5:15 PM	0	0				0		0			0	0			0	0	0		0	0	
E.	5:30 PM	0	0				0						0			0					0	
Per	5:45 PM	0	0				0		0			0	0			0	0				0	
Peak	6:00 PM	0	Ŭ				Ő						0			0					0	
	6:15 PM	0	Ű				Ő					Ő	0			0					0	
M	6:30 PM	0	0				0	0	0			Ō	0			0				0	0	
-	6:45 PM	0	0				0	0				0	0			0	0				0	
	7:00 PM	0	0				0	0	0			0	0			0	0	0		0	0	
	7:15 PM	0	0				0	0	0				0			0	0				0	
	7:30 PM	0	0				0	0	0			0	0		0	0	0	0		0	0	
	7:45 PM	0	0				0	0	0			0	0			0	0			0	0	L
	8:00 PM 8:15 PM	0	0	0			0	0	0			0	0		0	0	0	0		0	0	L
	8:15 PM 8:30 PM	0	0				0	0	0			0	0		0	0	0	0	0	0	0	-
	8:30 PM 8:45 PM	0	0	0			0	0	0			0	0		0	0	0	0	0	0	0	-
	9:00 PM	0	0	0			0	0	0			0	0			0	0	0		0	0	-
	9:15 PM	0	0	0			0	0	0		0	0	0		0	0	0	0		0	0	1
	9:30 PM	0	Ő	Ő			Ő	Ő	Ő		n	Ő	0		0	0	Ő	0	Ő	Ő	0	-
	9:45 PM	0	0	ő	0	Ő	0	Ő	0		ő	, in the second s	0	- č	0	0	Ő	0	0	- Å		1

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

1 65

Totals

				ł					+					1					+			
Но	urly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period			N 5th	1				STH 1	9				N 5th	1				STH 1	9		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	0	6	0	0	6	17
MD	10:15 AM	1	1	1	0	3	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	14
PM	2:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18

69

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basic

Fhursday, April 14, 2

Semi-Trucks



15-Minute Semi-Truck Data

	/linute		Fr	↓ om N					← om E				Fr	↑ om Sc				Fi	→ rom V				
	e Period	Diaht	Thur	N 5t		Toto'	Diaht		STH 1		Toto'	Diaht	Thur	N 5th		Toto	Diaht	The	STH 1		Toto	15-Min	Hou
Star	t Time	Right		Left		Total	Right			U-Tn	Total	Right			U-Tn		Right			U-Tn		Totals	Sun
	6:00 AM 6:15 AM	1	0	0		1	0	0	0	0	0	0	0	0		0	0	0	0	· ·	0	1	-
	6:15 AM	0				0		0	0		0	0	0	0		0		0			0	0	
	6:45 AM	0				0	0	1	0	0	1	0	Ŷ								0	v	
	7:00 AM	0				0	0	1	0		1	0									0	1	
po	7:15 AM	0				0	0	0	0	0	0	0		0		0	0				0	0	
srie	7:30 AM	0				ŭ	0	1	Ő	Ő	1	ő	ő	ő		ő		0			ő	1	
Per	7:45 AM	0				0	0	Ô	0	0	Ô	ő	ő	Ő		ő	Ő	ő			Ő	0	
Peak	8:00 AM	0		0		0	0	0	0	0	0	Ő	0	0	Ő	0	0	1	0	0 0	1	1	
Pe	8:15 AM	0		0		0	0	0	0	0	0	0	0	0		0	0	1	0	0 0	1	1	
AM	8:30 AM	0				0	0	0	0		0	0	0	0		0		0	0		0	0	
A	8:45 AM	0				0	0	1	0	0	1	0	0	0		0		0	0		0	1	
	9:00 AM	0				0	0	1	0	0	1	0	0	0		0	0	1	0	0 0	1	2	
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0 0	0	1	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0 (1	1	
	9:45 AM	0		0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0 0	1	2	
	10:00 AM	0				0		1	0		1	0	0									1	
	10:15 AM	0				1	. 0	1	0	0	1	0	0	0		0	0	1			1	3	
	10:30 AM	0				0	0	0	0	0	0	0	0	0			0	2	0		2	2	
-	10:45 AM	0				0	0	1	0	0	1	0	0	0		0	0	0			0	1	
iod	11:00 AM	0				0		2	0	0	2	0	0	0		0		0			0	2	
er	11:15 AM	0				0		1	0		1	0		0		0		1	0			2	
КP	11:30 AM	0				0		1	0	0	1	0	0	0		0		1			1	2	
Peak	11:45 AM	0				0		1	0	0	1	0									1	2	
	12:00 PM	0				0		0	1	0	1	0									0	1	
Midday	12:15 PM	0				0	0	1	0	0	1	0		0			0	0			0	1	
qq	12:30 PM	0				0	0	1	0	0	1	0		0		0		0			0	1	
Š.	12:45 PM	0				0	0	0	0	0	0	0	0	0		0		1	0		1	1	
	1:00 PM	0				0	0	2	0	0	2	0	0	0		0		2	0		2	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	1	0	0	1	0	0	0		0		0			0	1	
	1:45 PM	0				0	0	1	0	0	1	0	0	0				1	0		1	2	-
	2:00 PM	0				0		1	0		1	0											
	2:15 PM 2:30 PM	0				0	0	1	0	0	1	0		0			0				0	1	-
	2:45 PM	0				0		1	0	0	0	0				0		1			1	0	
	3:00 PM	0				0	0	1	0	0	1	0	0	0		0	0	0			0	Z	
	3:15 PM	0				0	0	0	0	0	1	0	0	0		0	0	0			0	1	-
	3:30 PM	0		0		0	0	0	0	0	0	0	0	0		0	0	0	0	~ V	0	0	-
	3:45 PM	0				0	0	0	0	0	0	0	0	0		0	0	1	0		1	1	-
	4:00 PM	0				0	0	0	0	0	0	ő	0	Ő		0		0			0	0	-
	4:15 PM	0				0	0	2	0	0	2	0	0	0		0		1	0		1	2	-
	4:30 PM	0				0		0	0		0			0		0		0				0	F
	4:45 PM	0				0	0	0	0		0	Ö		ő							1		F
	5:00 PM	Ő				0		0	0		0										0		
bo	5:15 PM	0				ŭ		Ő	Ő		Ő			ő							ŏ		
eri	5:30 PM	Ő				Ő	0	Ő	Ő		Ő		ő	Ő		ő	Ő	0			ŏ	0	
Per	5:45 PM	0				0	0	Ű	Ő	0	Ő	Ő	Ő	Ő		0	Ő	1			1	1	
Peak	6:00 PM	Ő				Ő	0	Ŭ	Ő	Ő	Ő	Ő	Ő	Ő		Ő	0	0	Ő		Ô	Ô	
	6:15 PM	Ő				Ő	0	Ű	Ű	0	Ű	0	Ő	Ő		Ő	Ő	0			Ő	Ő	
ΡM	6:30 PM	0				0	0	0	0	0	0	0	Ō	0		0		0			0	0	
٩	6:45 PM	0				0	0	0	0	0	0	0	0	0		0		0			0	0	Г
	7:00 PM	0				0	0	0	0	0	0		0	0							0		
	7:15 PM	0				C	0	0	0	0	0	0	0	0			0				0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	E
	7:45 PM	0				0		1	0	0	1	0	0	0							0	1	Г
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	Г
	8:15 PM	0		0		0	0	0	0	0	0	0	0	0		0	0	0	0	0 0	0	0	E
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0 0	0	0	Г
	9:00 PM	0				0	0	0	0	0	0	0	0	0		0		0			0	0	
	9:15 PM	0				0	0	0	0	0	0	0	0	0		0	0	0			0	0	
	9:30 PM	0				0	0	0	0	0	0		0	0				0			0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	
Tota	ls	1	0	1	0	2	0	28	1	0	29	0	0	0	0	0	0	20	0	0 0	20	51	

Peak Hour Semi-Truck Volume Summary

			¥					+					♠					→			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fi	om V	/est		Total
Time Period								STH 1	9				N 5th	۱				STH 1	9		Hourly
Start Time	tart Time Right Thru Left U-Tn Total					Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 7:15 AM	C	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
MD 10:15 AM	1 C	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
PM 2:45 PM	C	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3

%

Page 10 of 13

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

N 5th & STH 19

Name From North From East From Suth From West From West Image: String Suth Suth Suth Suth Suth Suth Suth Suth		-Minute H	,,		1			1		+			T					1		→			1 1
ne method NE hou NE hou STH 300 STH 300 <t< th=""><th></th><th></th><th></th><th>F-</th><th></th><th>orth</th><th></th><th>1</th><th>-</th><th></th><th>art</th><th></th><th></th><th>r.,</th><th>^</th><th></th><th></th><th>1</th><th>e.</th><th></th><th>loct</th><th></th><th> </th></t<>				F-		orth		1	-		art			r.,	^			1	e.		loct		
ntme Bipht Two Left U-To Total Left U-To U-To U-To U-To <			-	Fr					F					Fr					FI				
600 AM 1 0 <th></th> <th>_</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>														_									
6.15 AM 0 </td <td>sta</td> <td></td> <td>Right</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Total</td> <td></td> <td>Thru</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Totals</td>	sta		Right									Total		Thru									Totals
630 AM C O C <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td></td> <td>,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td>			1									0		0			,						1
645 M 0 <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td>												0					0						1
700 AM 0 <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>(</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4</td>												0					(4
713 AM 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>3</td> <td></td> <td>5</td>									-			3											5
733 AM 0 <td>σ</td> <td></td> <td>2</td> <td></td> <td>4</td>	σ											2											4
745 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 <td>Period</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td>4</td> <td></td> <td>6</td>	Period								3			4											6
800 AM 0 0 0 2 0 0 0 1 0 0 1 3 815 AM 0 0 0 2 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 <th< td=""><td>å</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>5</td></th<>	å								1			4											5
B15 AM C O <td>Peak</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td>2</td>	Peak								4			4							1				2
839 AM C <td>ĕ</td> <td></td> <td></td> <td></td> <td></td> <td>/ 0</td> <td></td> <td><u> </u></td> <td>2</td> <td></td> <td>· ·</td> <td>2</td> <td>v</td> <td>v</td> <td></td> <td>0</td> <td></td> <td>, U</td> <td>2</td> <td>v</td> <td>, v</td> <td></td> <td>5</td>	ĕ					/ 0		<u> </u>	2		· ·	2	v	v		0		, U	2	v	, v		5
B45 AM O <td>AW</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td></td> <td>2</td>	AW								1			1											2
900 AM 0 <td>₹</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td>2</td>	₹								2			2											2
915 AM 0 0 1 0 1 0 1 4 930 AM 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>2</td><td></td><td></td><td>2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>5</td></td<>									2			2											5
9:30 AM 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 0 1 0 </td <td></td> <td>2</td> <td></td> <td>4</td>												2											4
945 AM 0 <td></td> <td>1</td> <td></td> <td>3</td>												1											3
10:00 AM 0<												2											4
10:15 AM 0 1 0 4 0<																							4
10:30 AM 0 1 0 0 0 0 0 0 0 1 1 0 4 A 11:05 AM 0												4											6
10:45 AM 3 0 1 0 3 0 0 0 0 2 0 2 0 0 0 0 0 2 0<									Ó			0											5
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		10:45 AM		0								3							2				7
11:15 AM 0 1 0 1 0 1 0<	Period	11:00 AM	0) (0	0 0	2	0	0	2					(0 0		0	0	2	4
1145 AM 0 </td <td>Ľ.</td> <td>11:15 AM</td> <td>0</td> <td>1</td> <td>(</td> <td>0 0</td> <td>1</td> <td>. 0</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>C</td> <td>0</td> <td>(</td> <td>0 0</td> <td>4</td> <td>0</td> <td>0</td> <td>4</td> <td>7</td>	Ľ.	11:15 AM	0	1	(0 0	1	. 0	2	0	0	2	0	0	C	0	(0 0	4	0	0	4	7
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	đ						i (0 0	2			2							2				4
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Peak		0	0	(0 0		0 0	4	0	0	4	0	0	C	0	(0 0	2	0	0	2	6
$\begin{array}{c c c c c c c c c c c c c c c c c c c $				0	(0 0		0 0	0	2	0	2	0	0	0	0	(2	0			4
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5								2			2		0			(3
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	9								5			5					1						9
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Midday											1											5
$\begin{array}{c c c c c c c c c c c c c c c c c c c $												3											5
145 PM 0 <td></td> <td>1</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3</td>												1	0										3
2x0 PM 0 <td></td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6</td>												1	1										6
215 PM 0 0 0 0 1 0 0 1 0 0 1 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>4</td> <td></td> <td></td> <td>4</td> <td></td> <td>7</td>								0	4			4											7
230 PM 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td>6</td>									5			5					0	<u> </u>					6
245 PM 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									1			1					1						
3200 PM 0 </td <td></td>																							
315 PM 0 <td></td>																							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $																							/
345 PM 0 0 0 0 0 0 0 0 0 0 0 0 7 0 0 7 0 0 7 0 0 7 0 0 7 0 0 7 7 8 4:05 PM 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td></t<>																							4
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$									1			1											1
$\begin{array}{c c c c c c c c c c c c c c c c c c c $														0						0			8
$\begin{array}{c c c c c c c c c c c c c c c c c c c $																			3				4
445 PM 0 <td></td> <td>4</td> <td></td> <td>2</td>												4											2
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$									•			1											
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $												1											
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	20											2											
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Period											0											
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$												0											1
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Peak							· ·				, n											Ô
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Pe											, n											
$ \begin{bmatrix} 645 \text{PM} & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & $	PM																						
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	٩																						
715 PM 0 <td></td>																							
7.30 PM 0 </td <td></td>																							
7.45 PM 0 </td <td></td> <td>Ő</td> <td></td>												Ő											
8:00 PM 0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>o o</td> <td>1</td> <td>Ö</td> <td></td> <td>1</td> <td>ŏ</td> <td>ŏ</td> <td></td> <td></td> <td>l à</td> <td>0 0</td> <td></td> <td></td> <td>ŏ</td> <td></td> <td>1</td>								o o	1	Ö		1	ŏ	ŏ			l à	0 0			ŏ		1
B:15 PM 0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ô</td> <td></td> <td></td> <td>Ô</td> <td></td> <td>Ő</td> <td></td> <td></td> <td>Č</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ô</td>									Ô			Ô		Ő			Č						Ô
8:30 PM 0 </td <td></td> <td>Č</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>																	Č						0
8x45 PM 0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0 0</td> <td>Ő</td> <td></td> <td></td> <td>Ő</td> <td></td> <td></td> <td></td> <td></td> <td>Ċ</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								0 0	Ő			Ő					Ċ						
9:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		8:45 PM							Ő			Ő											
		9:15 PM										0											0
								Ň				Ŏ	Ŏ	ő				Ň		ŏ			ŏ

Count Basics Start Date:

Thursday, April 14, 20

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

Peak Hour Heavy Vehicle Volume Summary

9:45 PM Totals

10	ak nour i	icavy	venic		iunie	Juillin	ary															
				¥					+					♠					→			
Но	urly		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fi	rom W	/est		Total
Tim	ne Period			N 5th					STH 1	.9				N 5th	۱				STH 1	9		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	1 7:15 AM	0	0	0	0	0	1	10	1	0	12	0	0	0	0	0	0	7	0	0	7	19
MD	10:15 AM	1	1	2	0	4	0	8	1	0	9	0	0	0	0	0	1	8	0	0	9	22
PM	2:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	21

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages



Page 9 of 13

Schools in Ses

15-Minute Heavy Vehicle Percentages

	Minute		Fr	♥ om N				F	← rom E				Fr	↑ om Sc				Fr	→ om W			Total Heavy	Ho He
	ne Period			N 5tł				_	STH 1					N 5th					STH 1		r	Vehicle	Ve
ita	rt Time	Right	Thru	Left	U-Tn			Thru	Left	U-Tn	Total	Right	Thru	Left		Total	Right		Left	U-Tn		Percent	Pe
	6:00 AM 6:15 AM	100.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	_
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	3./	0.0	0.0		1.6	-
	6:45 AM	0.0	0.0	0.0		0.0	0.0		0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			-
_	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0		4.1	
Period	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.7	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0		3.9	
er	7:30 AM	0.0	0.0	0.0	0.0	0.0	100.0	1.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0		2.0	
¥,	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0		1.9	
ea.	8:00 AM 8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	1.7	_
ŝ	8:15 AM 8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0		3.4	_
AM	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	-
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.7	3.3	
	9:15 AM	0.0	0.0	16.7	0.0	9.1	0.0		0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0		2.6	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.9	50.0	0.0	0.0	0.0	50.0	0.0	1.8	0.0	0.0	1.5	2.4	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.8	0.0	0.0	0.0		0.0	0.0	3.5	0.0	0.0			
	10:00 AM	0.0		0.0	0.0	0.0	0.0		0.0	0.0	4.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
	10:15 AM 10:30 AM	0.0	0.0 25.0	50.0	0.0	14.3 14.3	0.0	6.1	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0 20.0	1.8	0.0	0.0			-
	10:30 AM 10:45 AM	33.3	25.0	20.0	0.0	14.3	0.0	2.9	14.3	0.0	3.9	0.0	0.0	0.0	0.0	0.0	20.0	4.7	0.0	0.0		4.1	
B	10:45 AM	0.0	0.0	20.0	0.0	0.0	0.0		0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0			
Period	11:15 AM	0.0	50.0	0.0	0.0	11.1	0.0		0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0		4.8	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	2.6	
Peak	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0		3.8	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0		18.2	0.0	2.1	0.0	0.0	0.0		0.0	0.0	3.3	0.0	0.0		2.2	
Widday	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0		2.0	_
ide	12:30 PM 12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	6.8	0.0	0.0	100.0	0.0	50.0	0.0	5.7	0.0	0.0		6.5	-
Σ	12:45 PM 1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0		3.2	-
	1:15 PM	0.0	0.0	14.3	0.0	7.1	0.0	4.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	7.7	4.0	0.0	0.0		2.2	-
	1:30 PM	0.0	0.0	20.0	0.0	10.0	0.0	1.6	0.0	0.0	1.3	100.0	0.0	0.0	0.0	25.0	0.0	4.9	0.0	0.0		3.7	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0			
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	1.8	3.8	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	1.3	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		1.2	
	2:45 PM 3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0		4.2	_
	3:00 PM 3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0			-
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0			-
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0			
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0		2.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	2.7	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0			-
P	5:00 PM 5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.4	
Period	5:15 PM 5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			-
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0			
Peak	6:00 PM	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
M	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
_	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			-
	7:00 PM 7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	7:15 PM 7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
	9:30 PM 9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
	als	U.U	1.2	3.0		1.8	0.0		U.U	0.0	0.0	U.U	U.U	U.U	U.U	0.0	U.U	U.U	U.U	U.U	J.U	U.U	

Count Basics

%

Thursday, April 14, 2

%

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

%

Peak Hour Heavy Vehicle Percentages Summary

Hou	-4-		En	↓ om No	arth			E	← rom E	əct			En	↑ om So	uth			Er	→ om W	last		Hourly Heavy
	e Period			N 5th					STH 1					N 5th					STH 1			Vehicle
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	0.0	0.0	0.0	0.0	11.1	3.4	1.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	2.3
MD	10:15 AM	7.1	8.3	15.4	0.0	10.3	0.0	2.9	3.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6.2	3.0	0.0	0.0	3.2	3.4
PM	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.2

Section 4, Item C.

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, April 14, 2022	Weekday	Schools in Session
Total Number	of Hours Counted: 14	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

N 5th	& STH .	19
-------	---------	----

Pedestrians	and Bicyclists
Ŕ	র্জত

15-Minute Pedestrian and Bicyclist Data

Dark multice Norm Approach Last Approach N sh Sint 3 proach Wett Approach H Neth Sint 3 proach H Sint 3 proach Sint 3 proach H Sint 3 proach H Sint 3 proach H Hourk 5:00 MM 0			Cr	ossing 🛧	••••	Cr	ossing	î	Cr	ossing		Cr	ossing 🕇			
Intern Peletitin Birglist Total Peletitin Birglist Total Peletitin Birglist Birgli	15	Minute			E .			÷						F		
600 M 0 0 0 0 0 0 2 0 0 0 2 0 <th>Tir</th> <th>ne Period</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>_</th> <th></th> <th></th> <th>_</th> <th>15-Min</th> <th>Hourly</th>	Tir	ne Period									_			_	15-Min	Hourly
600 M 0 0 0 0 0 0 2 0 0 0 2 0 <th></th> <th></th> <th>Pedestrian</th> <th></th> <th>Total</th> <th>Pedestrian</th> <th></th> <th>Total</th> <th>Pedestrian</th> <th></th> <th>Total</th> <th>Redectrian</th> <th></th> <th>Total</th> <th></th> <th></th>			Pedestrian		Total	Pedestrian		Total	Pedestrian		Total	Redectrian		Total		
estam 0 <td>512</td> <td></td> <td>Sum</td>	512															Sum
BC30M 1 0 1 0 0 0 0 0 0 0 1 3 Sc37M 0																3
NOTO NOTO <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3</td></th<>																3
PRODUCT PRODUCT <t< td=""><td></td><td>6:45 AM</td><td>Ō</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td></t<>		6:45 AM	Ō													4
Sector Sector<	7	7:00 AM	0	0		0	0	Ō	0	0		0	0	0		5
Sector Sector<	.i		0	0	0	0	0	0	0	0	0	0	0	0	0	7
Sector Sector<	er l				0										2	10
NB O O O O O O O I O I																9
NB O O O O O O O I O I	Da															8
N 2 0 2 0		8:15 AM														
POORM O <td>S</td> <td></td>	S															
935 MM 0 0 0 0 1 0 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 1 1 1 1 1 1 <td>4</td> <td></td>	4															
930 AM 0 <td></td>																
93 AM 0 0 0 0 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 <td></td>																
Bit SAM 1 0 1 0 </td <td></td>																
ID:35 AM 2 0 0 3 1 0 1 6 1 ID:35 AM 2 0 2 0 0 3 0 3 1 0 1 6 1 1 ID:35 AM 2 0 2 0 0 1 0 1 0 0 0 0 4 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 0 4 2 0 2 4 0 4 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 3 0 3 0 3 0 3 0 1 1 0 1 1																
10:30 AM 1 0 1 3 0 3 0 0 0 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 0 1 0 1 1 0 1 1 1 1 1 1 1<																
1035AM 2 0 0 1 0 1 0 0 0 3 7 1130AM 2 0 2 1 0 1 0 0 0 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 2 0 2 4 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 <th< td=""><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>					1											
01 100 MM 1 0 1 0 0 0 2 0 2 4 1 11:15 AM 2 0 2 0 0 1 4 0 4 2 0 2 9 2 9 2 9 1 4 0 4 2 0 2 9 2 9 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 0	-				2											20
S 1:35 MU 4 0 4 0 0 2 0 2 0 0 0 1 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 2 0 2 1 0 0 0 1 3 0 1 0 0 0 1 3 0 3 0 </td <td>io 0</td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>Ō</td> <td></td> <td></td> <td></td> <td></td> <td>22</td>	io 0				1			1			Ō					22
S 1:35 MU 4 0 4 0 0 2 0 2 0 0 0 1 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 2 0 2 1 0 0 0 1 3 0 1 0 0 0 1 3 0 3 0 </td <td>er</td> <td>11:15 AM</td> <td>2</td> <td>0</td> <td>2</td> <td>1</td> <td>0</td> <td></td> <td>4</td> <td>0</td> <td>4</td> <td>2</td> <td>0</td> <td>2</td> <td>9</td> <td>26</td>	er	11:15 AM	2	0	2	1	0		4	0	4	2	0	2	9	26
CD12:15PM 1 0 1 0 0 2 0 2 5 0 5 8 2 D12:30 PM 4 0 4 0 1 3 0 0 0 1 3 0 0 0 8 1 0 1 3 0	1				2						2				4	25
CD12:15PM 1 0 1 0 0 2 0 2 5 0 5 8 2 D12:30 PM 4 0 4 0 1 3 0 0 0 1 3 0 0 0 8 1 0 1 3 0	10															29
97.12.30 PM 4 0 4 1 0 1 3 0 3 0 0 0 8 1 12.45 PM 3 0 3 0 0 0 1 1 3 0 3 0 0 0 1 3 0 3 7 130 PM 3 0	Pe		6		6											31
TISPM 0 <td></td> <td>26</td>																26
TISPM 0 <td>p</td> <td></td> <td>18</td>	p															18
TISPM 0 <td>ji į</td> <td></td>	ji į															
T30 PM 1 0 1 0 0 2 2 0 2 5 7 T45 PM 1 0 1 0 0 3 1 0 1 5 1 200 PM 2 0 2 0 0 3 1 0 1 5 1 0 1 5 1 0 1 5 1 0 1 5 1 0 1 2 0 2 0	<															
Tab PM 1 0 1 0 0 3 1 0 1 5 200 PM 2 0 0 0 3 1 0 1 6 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 0 1 2 5 1 0 1 2 5 1 0 1 3 2 5 1 0 1 3 3 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																
200 PM 2 0 2 0 0 3 1 0 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 1 0 1 2 0 2 5 1 0 1 2 2 2 2 2 2 2 1 0 1 1 0 1 2 <td></td>																
213 PM 3 0 1 1 0 1 2 5 1 0 1 2 0 2 4 0 1 1 0 1 2 5 1 0 1 2 2 3 3 0 0 0 0 1 3 2 5 1 0 1 4 2 2 3 3 0 0 0 0 0 1 <td>_</td> <td></td>	_															
230 PM 0 0 0 0 1 1 1 0 1 2 7 230 PM 3 0 3 0 2 0 2 4 0 1 1 0 1 2 7 2 300 PM 2 0 2 1 0 1 3 2 5 1 0 1 9 7 7 315 PM 2 0 2 1 3 0 1 0 1 4 0 1 0 1 1 0 1 4 0 1 1 0 1 1 0 1 0 1 1 0 1																
230 PM 3 0 3 2 0 2 4 0 4 0 0 0 9 72 300 PM 2 0 2 1 0 1 3 2 5 1 0 1 9 72 313 PM 2 0 2 0 0 0 2 1 3 0 0 0 5 1 0 1 4 0 1 3 0 0 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 1 1 0 1 1 0 1 1 1 1 1 1 1																
300 PM 2 0 2 1 0 1 3 2 5 1 0 1 9 70 315 PM 2 0 0 0 2 1 3 0 1 0 1 9 70 315 PM 2 0 2 0																
315 PM 2 0 2 0 0 2 1 3 0 0 0 5 333 PM 3 0 0 0 0 0 1 3 0 0 5 13 333 PM 2 0 2 0																20
330 PM 3 0 3 0 <td></td> <td></td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>Ö</td> <td>2</td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>5</td> <td>15</td>			2	0	2	0	0	Ö	2	1		0	0		5	15
4300 PM 2 0 2 0 2 0 2 0 0 1 1 1 1 0 1 0 0 0 2 0 2 0 0 0 1 1 1 0 1 0 1 0 1 0 1 </td <td></td> <td>13</td>																13
A13 PM 1 0 1 0 0 0 2 0 2 0 0 0 1 2 2 1 0 <td></td> <td>14</td>																14
430 PM 5 0 5 0 <td></td> <td>21</td>																21
PASPM 4 0 4 1 0 1 1 2 3 1 0 1 9 520 500 PM 5 0 0 0 2 0 2 3 1 0 1 9 520 530 PM 1 0 1 1 0 0 0 0 2 3 1 0 1 9 52 530 PM 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td></td> <td>27</td>																27
Total Solution Solution <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>26</td></t<>																26
Signification 1 0 1 1 0 1 0 1 0 0 0 0 0 0 0 1 2 2 3 0 1 1 0 1 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 0 <																26
S COOPMIN 3 0 3 1 0 1 1 0 1 0 </td <td>P</td> <td></td>	P															
S COOPMIN 3 0 3 1 0 1 1 0 1 0 </td <td>19</td> <td></td> <td>20</td>	19															20
S COOPMIN 3 0 3 1 0 1 1 0 1 0 </td <td>Pe</td> <td></td>	Pe															
E G30 PM 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 0 1 0 1 1 1 1 0 1 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 1 1<	¥															
E G30 PM 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 0 1 0 1 1 1 1 0 1 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 1 1<	ec.															
6 6.59 PM 2 0 2 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 </td <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>9</td>											0					9
7:00 PM 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 </td <td>N a</td> <td></td> <td>6</td>	N a															6
7.15 PM 1 0 1 0 0 1 0 1 0 0 2 7.30 PM 0 0 0 0 0 1 0 1 0 0 1 2 7.30 PM 0 0 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 0 1 1 0																7
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$																I 🗁
745 PM 1 0 1 0 0 2 0 2 0 0 0 3 800 PM 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																
8309 PM 0 </td <td></td> <td>7:45 PM</td> <td></td>		7:45 PM														
815 PM 0 <td></td> <td></td> <td></td> <td></td> <td>ō</td> <td></td>					ō											
8:30 PM 0 </td <td></td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td>			0	0		0	0		0	0		0	0			
8:45 PM 0 </td <td></td>																
9:15 PM 0 </td <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td> <td></td>					0			0			0			0	0	
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
9:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
Totals 92 0 92 14 0 14 68 6 74 34 0 34 214																
	То	tals	92	0	92	14	0	14	68	6	74	34	0	34	214	

1

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

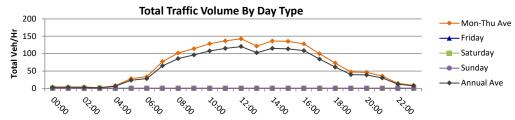
WisDOT Bi-Directional Roadway Counts

Coverage Count



2022-Jul-18 to 2022-Jul-20

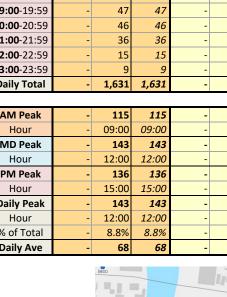
49 Hour Count - Averages and Graphs Do Not Include All Days



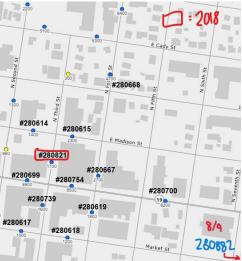
			Segment ID							
Site # 2	280614				Seaso	onal Factor Group 2				
Region S	SW		D	aily Factor Group 2						
County JI	IEFFERSON		ŀ	Axle Factor Group 7						
Funct. Class U	U Collector		Gro	wth Factor Group						

Hour	Sun		Mon	2022-07-1	18	Tues 2	2022-07		Wed 202		Thur			Fri			Sat		Hour	Mon-Thurs Av	verage	Mon-Fr
noui	Undivided Hwy	Total	Undivid	ed Hwy	Total	Undivide	d Hwy	Total	Undivided H	lwy Tot	al Undivid	ded Hwy	Total	Undivide	d Hwy	Total	Undivided Hwy	Total	noui	Undivided Hwy	Total	Undivided
00:00 -00:59		-			-		3	3		4	4		-			-		-	00:00 -00:59	- 4	4	-
01:00 -01:59		-			-		6	6		2	2		-			-		-	01:00 -01:59	- 4	4	-
02:00 -02:59		-			-		4	4		3	3		-			-		-	02:00 -02:59	- 4	4	-
03:00 -03:59		-			-		3	3		1	1		-			-		-	03:00 -03:59	- 2	2	-
04:00 -04:59		-			-		8	8		8	8		-			-		-	04:00 -04:59	- 8	8	-
05:00 -05:59		-		25	25		28	28		31	31		-			-		-	05:00 -05:59	- 28		-
06:00 -06:59		-		24	24		43	43			-		-			-		-	06:00 -06:59	- 34		-
07:00 -07:59		-		69	69		86	86			-		-			-		-	07:00 -07:59	- 78		-
08:00 -08:59		-		90	90		114	114			-		-			-		-	08:00 -08:59	- 102	102	-
09:00 -09:59		-		98	98		131	131			-		-			-		-	09:00 -09:59	- 115	115	-
10:00 -10:59		-		110	110		147	147			-		-			-		-	10:00 -10:59	- 129		-
11:00 -11:59		-		124	124		150	150			-		-			-		-	11:00 -11:59	- 137	137	-
12:00 -12:59		-		139	139		147	147			-		-			-		-	12:00 -12:59	- 143	143	-
13:00 -13:59		-		128	128		115	115			-		-			-		-	13:00 -13:59	- 122	122	-
14:00 -14:59		-		133	133		140	140			-		-			-		-	14:00 -14:59	- 137	137	-
15:00 -15:59		-		122	122		149	149			-		-			-		-	15:00 -15:59	- 136		-
16:00 -16:59		-		145	145		111	111			-		-			-		-	16:00 -16:59	- 128		-
17:00 -17:59		-		104	104		95	95			-		-			-		-	17:00 -17:59	- 100	100	-
18:00 -18:59		-		56	56		90	90			-		-			-		-	18:00 -18:59	- 73		-
19:00 -19:59		-		40	40		54	54			-		-			-		-	19:00 -19:59	- 47	47	-
20:00 -20:59		-		37	37		55	55			-		-			-		-	20:00 -20:59	- 46		-
21:00 -21:59		-		29	29		42	42			-		-			-		-	21:00 -21:59	- 36		-
22:00 -22:59		-		10	10		19	19			-		-			-		-	22:00 -22:59	- 15	15	-
23:00-23:59		-		9	9		9	9			-		-			-		-	23:00-23:59	- 9	9	-
Daily Total		-	-	-	-	-	1,749	1,749	-	-	-		-	-	-	-		-	Daily Total	- 1,631	1,631	-
ANA Dook			1				124	121												445	115	
AM Peak		-	-	-	-	-	131 09:00	131 09:00	-	-	-		-	-	-	-		-	AM Peak	- 115 - 09:00	115 09:00	-
Hour MD Peak		-		- 139	139	-	09:00 150	09:00 150	-	-	-		-	-	-	-		-	Hour MD Peak	- 09:00 - 143	09:00 143	-
Hour		-	-		12:00	-	11:00	11:00	-	-	-		-	-	-	-		-	Hour	- 143	12:00	-
PM Peak		-		12:00 145	12:00 145	-	11:00 149	11:00 149		-	-	-	-	-	-	-		-	PM Peak	- 12:00 - 136		-
Hour		-	-		16:00	-	15:00	15:00	-	-	-		-	-	-	-		-	Hour	- 136	15:00	-
Daily Peak		-	-	-		_	15.00	15.00	_	_	-		_	_	_	-		_	Daily Peak	- 143		_
Hour		-	-	_	-	_	11:00	11:00	-	_	-		-	_	-	-		_	Hour	- 12:00	12:00	-
% of Total		-	-	_	-	-	8.6%	8.6%	-	-			-	-	-	-		-	% of Total	- 8.8%	8.8%	-
Daily Ave		-	-	_	-	_	73	73	_	_	-		-	-	-	-		_	Daily Ave	- 68		-
- 311,7100				1			, 5	, ,											Daily / WC	00	50	

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000 (0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	



-Fri Ave	rage	7 C	ay Avera	age	Estima	ted Annເ	al Ave			
ed Hwy	Total	Undivid	led Hwy	Total	Undivid	led Hwy	Total			
-	-	-	-	-	-	3	3			
-	-	-	-	-	-	3	3			
-	-	-	-	-	-	3	3			
-	-	-	-	-	-	2	2			
-	-	-	-	-	-	7	7			
-	-	-	-	-	-	23	23			
-	-	-	-	-	-	28	28			
-	-	-	-	-	-	65	65			
-	-	-	-	-	-	86	86			
-	-	-	-	-	-	96	96			
-	-	-	-	-	-	108	108			
-	-	-	-	-	-	115	115			
-	-	-	-	-	-	121	121			
-	-	-	-	-	-	103	103			
-	-	-	-	-	-	115	115			
-	-	-	-	-	-	114	114			
-	-	-	-	-	-	109	109			
-	-	-	-	-	-	84	84			
-	-	-	-	-	-	61	61			
-	-	-	-	-	-	39	39			
-	-	-	-	-	-	39	39			
-	-	-	-	-	-	30	30			
-	-	-	-	-	-	12	12			
-	-	-	-	-	-	8	8			
-	-	-	-	-	-	1,373	1,373			
-	-	-	-	-	-	96	96			
-	-	-	-	-	-	09:00	09:00			
-	-	-	-	-	-	121	121			
-	-	-	-	-	-	12:00	12:00			
-	-	-	-	-	-	114	114			
-	-	-	-	-	-	15:00	15:00			
-	-	-	-	-	-	121	121			
-	-	-	-	-	-	12:00	12:00			
-	-	-	-	-	-	8.8%	8.8%			
-	-	-	-	-	-	57	57			

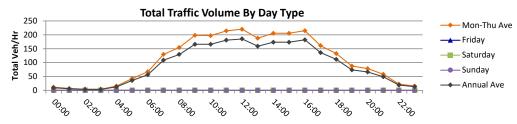


Coverage Count



2022-Jul-18 to 2022-Jul-20

49 Hour Count - Averages and Graphs Do Not Include All Days



Location	E MADISON ST BTWN N THIRD & N FOURTH STS WATERTOWN	Segment ID
Site #	280615	Seasonal Factor Group 2
Region	SW	Daily Factor Group 2
County	JEFFERSON	Axle Factor Group 7
Funct. Class	U Collector	Growth Factor Group

	Sun		Mon 2022-0	7-18	Tues 2022-07	-19	Wed	2022-07	-20	Thur		Fri		Sat			Mon-Thurs A	verage	Mon-Fri
Hour	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy		Undivid			Undivided H	wy Tota	/ Undivided Hwy	Total	Undivided Hwy	Total	Hour	Undivided Hwy		
00:00 -00:59		-		-	14	14		9	9			-	-		-	00:00 -00:59	- 12	12	-
01:00 -01:59		-		-	10	10		4	4			-	-		-	01:00 -01:59	- 7	7	-
02:00 -02:59		-		-	6	6		3	3			-	-		-	02:00 -02:59	- 5	5	-
03:00 -03:59		-		-	5	5		4	4			-	-		-	03:00 -03:59	- 5	5	-
04:00 -04:59		-		-	13	13		18	18			-	-		-	04:00 -04:59	- 16	16	-
05:00 -05:59		-	4:	1 41	46	46		41	41			-	-		-	05:00 -05:59	- 43	43	-
06:00 -06:59		-	58	3 58	77	77			-			-	-		-	06:00 -06:59	- 68	68	-
07:00 -07:59		-	10	7 107	152	152			-			-	-		-	07:00 -07:59	- 130	130	-
08:00 -08:59		-	117	7 117	192	192			-			-	-		-	08:00 -08:59	- 155	155	-
09:00 -09:59		-	162	2 162	234	234			-			-	-		-	09:00 -09:59	- 198		-
10:00 -10:59		-	17	5 175	219	219			-			-	-		-	10:00 -10:59	- 197	197	-
11:00 -11:59		-	200	5 206	223	223			-			-	-		-	11:00 -11:59	- 215	215	-
12:00 -12:59		-	203	3 203	237	237			-			-	-		-	12:00 -12:59	- 220	220	-
13:00 -13:59		-	18		189	189			-			-	-		-	13:00 -13:59	- 188		-
14:00 -14:59		-	208		203	203			-			-	-		-	14:00 -14:59	- 206		-
15:00 -15:59		-	194		217	217			-			-	-		-	15:00 -15:59	- 206	206	-
16:00 -16:59		-	222		208	208			-			-	-		-	16:00 -16:59	- 215		-
17:00 -17:59		-	164	-	158	158			-			-	-		-	17:00 -17:59	- 161		-
18:00 -18:59		-	120	-	145	145			-			-	-		-	18:00 -18:59	- 133		-
19:00 -19:59		-	8		90	90			-			-	-		-	19:00 -19:59	- 88		-
20:00 -20:59		-	80		77	77			-			-	-		-	20:00 -20:59	- 79		-
21:00 -21:59		-	54		62	62			-			-	-		-	21:00 -21:59	- 58		-
22:00 -22:59		-	19	-		26			-			-	-		-	22:00 -22:59	- 23		-
23:00 -23:59		-	14	4 14	17	17			-			-	-		-	23:00 -23:59	- 16		-
Daily Total		-	-		- 2,820	2,820	-	-	-	-	-			-		Daily Total	- 2,636	2,636	-
			1	1															
AM Peak		-	-		- 234	234	-	-	-	-	-			-		AM Peak	- 198		-
Hour		-	-		- 09:00	09:00	-	-	-	-	-			-		Hour	- 09:00		-
MD Peak		-	- 208			237	-	-	-	-	-		-	-		MD Peak	- 220	-	-
Hour		-	- 14:00	-	- 12:00	12:00	-	-	-	-	-			-		Hour	- 12:00		-
PM Peak		-	- 222		- 217	217	-	-	-	-	-		-	-		PM Peak	- 215	-	-
Hour Dailte Daale		-	- 16:00) 16:00	- 15:00	15:00	-	-	-	-	-			-		Hour	- 16:00		-
Daily Peak		-	-		- 237	237	-	-	-	-	-		-	-		Daily Peak	- 220	-	-
Hour % of Total		-	-		- 12:00	12:00	-	-	-	-	-			-		Hour	- 12:00	12:00	-
% of Total		-	-		- 8.4%	8.4%	-	-	-	-	-			-		% of Total	- 8.3%	8.3%	-
Daily Ave		-	-		- 118	118	-	-	-	-	-		-	-		Daily Ave	- 110	110	-

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000	0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

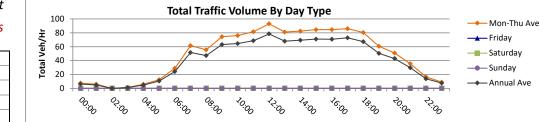
-Fri Ave	rage	7 0	ay Avera	age	Estima	ted Annເ	ual Ave
ed Hwy	Total	Undivid	led Hwy	Total	Undivid	led Hwy	Total
-	-	-	-	-	-	9	9
-	-	-	-	-	-	6	6
-	-	-	-	-	-	4	4
-	-	-	-	-	-	4	4
-	-	-	-	-	-	13	13
-	-	-	-	-	-	36	36
-	-	-	-	-	-	57	57
-	-	-	-	-	-	109	109
-	-	-	-	-	-	129	129
-	-	-	-	-	-	166	166
-	-	-	-	-	-	166	166
-	-	-	-	-	-	181	181
-	-	-	-	-	-	185	185
-	-	-	-	-	-	159	159
-	-	-	-	-	-	174	174
-	-	-	-	-	-	173	173
-	-	-	-	-	-	182	182
-	-	-	-	-	-	136	136
-	-	-	-	-	-	111	111
-	-	-	-	-	-	74	74
-	-	-	-	-	-	66	66
-	-	-	-	-	-	49	49
-	-	-	-	-	-	19	19
-	-	-	-	-	-	13	13
-	-	-	-	-	-	2,219	2,219
-	-	-	-	-	-	166	166
-	-	-	-	-	-	09:00	09:00
-	-	-	-	-	-	185	185
-	-	-	-	-	-	12:00	12:00
-	-	-	-	-	-	182	182
-	-	-	-	-	-	16:00	16:00
-	-	-	-	-	-	185	185
-	-	-	-	-	-	12:00	12:00
-	-	-	-	-	-	8.3%	8.3%
-	-	-	-	-	-	92	92

Coverage Count

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

47 Hour Count - Averages and Graphs Do Not Include All Days



Location	MARKET ST BTWN S SECOND & S THIRD STS WATERTOWN	Segment ID
Site #	280617	Seasonal Factor Group 2
Region	SW	Daily Factor Group 2
County	JEFFERSON	Axle Factor Group 7
Funct. Class	U Collector	Growth Factor Group

Hour	Sun			Mon	2022-07	-18	Tues	2022-07	/-19	Wed	2022-07	-20	Thur			Fri			Sat		Hour	Mon-Thurs	Average
Hour	Undivid	ed Hwy	Total	Undivid	led Hwy	Total	Undivide	ed Hwy	Total	Undivid	ed Hwy	Total	Undivid	ed Hwy	Total	Undivide	ed Hwy	Total	Undivided Hwy	Total	Hour	Undivided Hv	ry Total
00:00 -00:59			-			-		8	8		7	7			-			-		-	00:00 -00:59	-	8 8
01:00 -01:59			-			-		6	6		6	6			-			-		-	01:00 -01:59	-	6 6
02:00 -02:59			-			-			-		4	4			-			-		-	02:00-02:59	-	
03:00 -03:59			-			-		1	1		2	2			-			-		-	03:00 -03:59	-	2 2
04:00 -04:59			-			-		7	7		5	5			-			-		-	04:00 -04:59	-	6 6
05:00 -05:59			-		15	15		10	10			-			-			-		-	05:00 -05:59	- :	L3 <i>13</i>
06:00 -06:59			-		20	20		38	38			-			-			-		-	06:00 -06:59	- 2	29 29
07:00 -07:59			-		51	51		72	72			-			-			-		-	07:00 -07:59	- 6	62 62
08:00 -08:59			-		66	66		45	45			-			-			-		-	08:00 -08:59	- 5	56 56
09:00 -09:59			-		83	83		66	66			-			-			-		-	09:00 -09:59	- 5	75 75
10:00 -10:59			-		85	85		67	67			-			-			-		-	10:00 -10:59	- 7	76 76
11:00 -11:59			-		78	78		85	85			-			-			-		-	11:00 -11:59	- 8	32 82
12:00 -12:59			-		91	91		95	95			-			-			-		-	12:00 -12:59	- 9	93 93
13:00 -13:59			-		70	70		92	92			-			-			-		-	13:00 -13:59	- 8	31 <i>81</i>
14:00 -14:59			-		74	74		91	91			-			-			-		-	14:00 -14:59	- 8	33 <i>83</i>
15:00 -15:59			-		71	71		98	98			-			-			-		-	15:00 -15:59	- 8	35 <i>85</i>
16:00 -16:59			-		67	67		102	102			-			-			-		-	16:00 -16:59	- 5	35 <i>85</i>
17:00 -17:59			-		91	91		81	81			-			-			-		-	17:00 -17:59	- 8	36 86
18:00 -18:59			-		61	61		100	100			-			-			-		-	18:00 -18:59	- 8	31 <i>81</i>
19:00 -19:59			-		42	42		79	79			-			-			-		-	19:00 -19:59	- 6	61 61
20:00 -20:59			-		48	48		54	54			-			-			-		-	20:00 -20:59	- 5	51 51
21:00 -21:59			-		26	26		45	45			-			-			-		-	21:00 -21:59	- 3	36 36
22:00 -22:59			-		11	11		22	22			-			-			-		-	22:00 -22:59	- 1	L7 17
23:00 -23:59			-		10	10		8	8			-			-			-		-	23:00 -23:59	-	9 9
Daily Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			Daily Total	-	
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			AM Peak	-	
Hour	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			Hour	-	
MD Peak	-	-	-	-	91	91	-	95	95	-	-	-	-	-	-	-	-	-			MD Peak	- 9	93 <i>93</i>
Hour	-		-	-	12:00	12:00	-	12:00	12:00	-	-	-	-	-	-	-	-	-			Hour	- 12:0	
PM Peak	-	-	-	-	91	91	-	102	102	-	-	-	-	-	-	-	-	-			PM Peak	- 8	36 <i>86</i>
Hour	-		-	-	17:00	17:00	-	16:00	16:00	-	-	-	-	-	-	-	-	-			Hour	- 17:0	00 17:00
Daily Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			Daily Peak	-	
Hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	Hour	-	
% of Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	% of Total	-	
Daily Ave	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	Daily Ave	-	

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000	0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

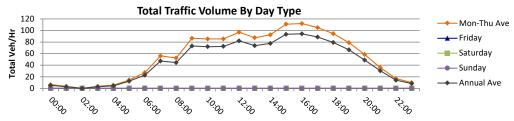
	Mor	Eri Ava	*0.50	7.0			Estimo	ted Annı	
1		n-Fri Ave led Hwy	Total		ay Avera led Hwy			led Hwy	Total
, ,	Unuivid	leu nwy		Unuivid	leu nwy	Totui	Unuivid		
5	-	-	-	-	-	-	-	6 5	6 5
,		-			-	-	-	5	5
-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	1	1
> >	-	-	-	-	-	-	-	5	5
5	-	-	-	-	-	-	-	11	11
,	-	-	-	-	-	-	-	24	24
	-	-	-	-	-	-	-	52	52
5	-	-	-	-	-	-	-	47	47
)	-	-	-	-	-	-	-	63	63
>	-	-	-	-	-	-	-	64	64
· •	-	-	-	-	-	-	-	69	69
s ,	-	-	-	-	-	-	-	78	78
	-	-	-	-	-	-	-	68	68
5	-	-	-	-	-	-	-	69 71	69 71
) -	-	-	-	-	-	-	-		
) -	-	-	-	-	-	-	-	71 73	71 73
,	-	-	-	-	-	-	-	67	67
•	-	-	-	-	-	-	-	51	51
•	-	-		-	-	-	-	43	43
	-	-	-	-	-	-	-	43 30	30
, 7	-	-	-	-	-	-	-	14	14
2								8	8
			_					-	0
					_	_			
-	-	-	-	-	_	-	-	_	_
-	_	_	_	_	_	-	_	_	-
2		_	-	-	_	_	-	78	78
)	-	_	-	_	_	_	_	12:00	12:00
5		-	-	-	_	_	-	73	73
)	-	-	-	-	-	-	-	17:00	17:00
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-

Coverage Count



2022-Jul-18 to 2022-Jul-20

47 Hour Count - Averages and Graphs Do Not Include All Days



Location	MARKET ST BTW	ИКСТИ		TS \A/ATE									Segment ID		001 H/H/ 001 Ach/H/ 001 Ach/
	280618		KD & S FOURINS	IS WAID								6 0000	onal Factor Group		₽ 40 −−−
															20
Region	JEFFERSON												aily Factor Group		0 +
•													Axle Factor Group		9
Funct. Class	U Collector											Gro	wth Factor Group		
Hour	Sun		Mon 2022-07	-18	Tues 2022-07-	-19	Wed 2022-07	-20	Thur		Fri		Sat		Hour
пош	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	пош
00:00 -00:59		-		-	6	6	7	7		-		-		-	00:00-00:59
01:00 -01:59		-		-	3	3	4	4		-		-		-	01:00 -01:59
02:00 -02:59		-		-		-	3	3		-		-		-	02:00 -02:59
03:00 -03:59		-		-	5	5	2	2		-		-		-	03:00 -03:59
04:00 -04:59		-		-	6	6	5	5		-		-		-	04:00 -04:59
05:00 -05:59		-	18	18	11	11		-		-		-		-	05:00 -05:59
06:00 -06:59		-	21	21	34	34		-		-		-		-	06:00 -06:59
07:00 -07:59		-	53	53	59	59		-		-		-		-	07:00 -07:59
08:00 -08:59		-	61	61	44	44		-		-		-		-	08:00 -08:59
09:00 -09:59		-	93	93	80	80		-		-		-		-	09:00 -09:59
10:00 -10:59		-	80	80	91	91		-		-		-		-	10:00 -10:59
11:00 -11:59		-	98	98	73	73		-		-		-		-	11:00 -11:59
12:00 -12:59		-	104	104	90	90		-		-		-		-	12:00 -12:59
13:00 -13:59		-	87	87	88	88		-		-		-		-	13:00 -13:59
14:00 -14:59		-	75	75	110	110		-		-		-		-	14:00 -14:59
15:00 -15:59		-	105	105	117	117		-		-		-		-	15:00 -15:59
16:00 -16:59		-	102	102	122	122		-		-		-		-	16:00 -16:59
17:00 -17:59		-	112	112	98	98		-		-		-		-	17:00 -17:59
18:00 -18:59		-	83	83	106	106		-		-		-		-	18:00 -18:59
19:00 -19:59		-	77	77	81	81		-		-		-		-	19:00 -19:59
20:00 -20:59		-	46	46	71	71		-		-		-		-	20:00 -20:59
21:00 -21:59		-	34	34	38	38		-		-		-		-	21:00 -21:59
22:00 -22:59		-	12	12	22	22		-		-		-		-	22:00 -22:59
23:00 -23:59		-	8	8	12	12		-		-		-		-	23:00 -23:59
Daily Total		-	<u> </u>	-		-		-		-		-		-	Daily Total
AM Peak				-		-		-		-		-		-	AM Peak
lour		-		-		-		-		-		-		_	Hour

AIVI PEak	-			-	-	-	-		-	-		-	-	-	-	-	-	-	-			
Hour	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	
MD Peak	-			-	104	104	-	110	110	-	-	-	-	-	-	-	-	-	-	-	-	
Hour	-	-		-	12:00	12:00	-	14:00	14:00	-	-	-	-	-	-	-	-	-	-	_	-	
PM Peak	-			-	112	112	-	122	122	-	-	-	-	-	-	-	-	-	-	-	- '	
Hour	-	-		-	17:00	17:00	-	16:00	16:00	-	-	-	-	-	-	-	-	-	-	_	-	
Daily Peak	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- '	l [
Hour	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	
% of Total	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	
Daily Ave	-			-	-		-	-	-	-	-	-	-	-	-	-		-	-	_	_	1

	Mon-	Thurs Av	erage	Mor	n-Fri Ave	rage	7 Day Ave	rage	Estima	ted Annu	ial Ave
Hour	Undivid		Total		led Hwy	Total	Undivided Hw			ed Hwy	Total
00:00 -00:59	-	7	7	-	-	-	_		-	5	5
01:00 -01:59	_	4	4	-		-	-		-	3	3
02:00-02:59	-	_	_	_	_	-	-		-	_	-
03:00 -03:59	-	4	4	-	-	-	-		-	3	3
04:00 -04:59	-	6	6	-	-	-	-		-	4	4
05:00 -05:59	-	15	15	-	-	-	-		-	12	12
06:00 -06:59	-	28	28	-	-	-	-		-	23	23
07:00-07:59	-	56	56	-	-	-	-		-	47	47
08:00 -08:59	-	53	53	-	-	-	-		-	45	45
09:00 -09:59	-	87	87	-	-	-	-		-	73	73
10:00 -10:59	-	86	86	-	-	-	-		-	72	72
11:00 -11:59	-	86	86	-	-	-	-		-	73	73
12:00 -12:59	-	97	97	-	-	-	-		-	82	82
13:00 -13:59	-	88	88	-	-	-	-		-	74	74
14:00 -14:59	-	93	93	-	-	-	-		-	78	78
15:00 -15:59	-	111	111	-	-	-	-		-	94	94
16:00 -16:59	-	112	112	-	-	-	-		-	94	94
17:00 -17:59	-	105	105	-	-	-	-		-	89	89
18:00 -18:59	-	95	95	-	-	-	-		-	79	79
19:00 -19:59	-	79	79	-	-	-	-		-	67	67
20:00 -20:59	-	59	59	-	-	-	-		-	49	49
21:00 -21:59	-	36	36	-	-	-	-		-	30	30
22:00 -22:59	-	17	17	-	-	-	-		-	14	14
23:00 -23:59	-	10	10	-	-	-	-		-	8	8
Daily Total	-	-	-	-	-	-	-		-	-	-
AM Peak	-	-	-	-	-	-	-		-	-	-
Hour	-	-	-	-	-	-	-		-	-	-
MD Peak	-	97	97	-	-	-	-		-	82	82
Hour	-	12:00	12:00	-	-	-	-		-	12:00	12:00
PM Peak	-	112	112	-	-	-	-		-	94	94
Hour	-	16:00	16:00	-	-	-	-		-	16:00	16:00
Daily Peak	-	-	-	-	-	-	-		-	-	-
Hour	-	-	-	-	-	-	-		-	-	-
% of Total	-	-	-	-	-	-	-		-	-	-
Daily Ave	-	-	-	-	-	-	-		-	-	-

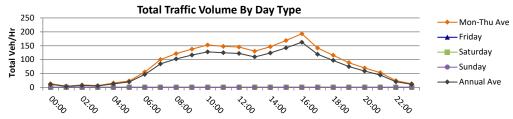
Seasonal Fctr		0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr		1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor		0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr		2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000 0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

Coverage Count

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

48 Hour Count - Averages and Graphs Do Not Include All Days



Location	S FOURTH ST BT	WN STH	19 & MARKET ST	WATERT	OWN										Segr	ment ID		150			
Site #	280619													Seasor	nal Facto	or Group	2	p 50			
Region	SW													Da	ily Facto	or Group	2	0 +	*****		
County	JEFFERSON													A	kle Facto	or Group	6	00.0	03.00 04.00	06.00 V	08:00 ¹ 0:00
Funct. Class	U Minor Arterial													Grow	th Facto	or Group			0 0 0	9	5 5
	Sun		Mon 2022-07	7-18	Tues 2022-07	7-19	Wed 2022-07	-20	Thur			Fri			Sat				Mon-Thurs A	verage	Mon-
Hour	Pos Dir Neg Dir	Total	Pos Dir Neg Dir	Total	Pos Dir Neg Dir	Total	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Hour	Pos Dir Neg Di	r <i>Total</i>	Pos Dir
00:00 -00:59		-		-	13	13	14	14			-			-			-	00:00 -00:59	14	- 14	-
01:00 -01:59		-		-	3	3	6	6			-			-			-	01:00 -01:59	5	- 5	-
02:00 -02:59		-		-	5	5	12	12			-			-			-	02:00 -02:59	9	- 9	-
03:00 -03:59		-		-	6	6	7	7			-			-			-	03:00 -03:59	7	- 7	-
04:00 -04:59		-		-	13	13	18	18			-			-			-	04:00 -04:59	16	- 16	-
05:00 -05:59		-	21	21	25	25		-			-			-			-	05:00 -05:59	23	- 23	-
06:00 -06:59		-	53	53	58	58		-			-			-			-	06:00 -06:59	56	- 56	-
07:00 -07:59		-	94	94	107	107		-			-			-			-	07:00 -07:59	101	- 101	-
08:00 -08:59		-	122	122	121	121		-			-			-			-	08:00 -08:59	122	- 122	-
09:00 -09:59		-	146	146	129	129		-			-			-			-	09:00 -09:59	138	- 138	-
10:00 -10:59		-	132	132	173	173		-			-			-			-	10:00 -10:59	153	- 153	-
11:00 -11:59		-	153	153	142	142		-			-			-			-	11:00 -11:59	148	- 148	-
12:00 -12:59		-	137	137	153	153		-			-			-			-	12:00 -12:59	145	- 145	
13:00 -13:59		-	129	129	131	131		-			-			-			-	13:00 -13:59	130	- 130	
14:00 -14:59		-	155	155	138	138		-			-			-			-	14:00 -14:59	147	- 147	-
15:00 -15:59		-	169	169	168	168		-			-			-			-	15:00 -15:59	169	- 169	-
16:00 -16:59		-	184	184	202	202		-			-			-			-	16:00 -16:59	193	- 193	-
17:00 -17:59		-	139	139	144	144		-			-			-			-	17:00 -17:59	142	- 142	
18:00 -18:59		-	101	101	130	130		-			-			-			_	18:00 -18:59	116	- 116	
19:00 -19:59		-	81	81	97	97		-			-			-			-	19:00 -19:59	89	- 89	-
20:00 -20:59		-	68	68	71	71		-			-			-			_	20:00 -20:59	70	- 70	
21:00 -21:59		-	42	42	64	64		-			-			-			-	21:00 -21:59	53	- 53	
22:00 -22:59		-	21	21	27	27		-			-			-			_	22:00 -22:59	24	- 24	
23:00 -23:59		-	13	13	13	13		-			-			-			_	23:00 -23:59	13	- 13	
Daily Total		-		-	2,133 -	2,133		-	-	-	-	-	-	-	-	-	-	Daily Total	2,075	- 2,075	
AM Peak		-		-	129 -	129		-	-	-	-	-	-	-	-	-	-	AM Peak	138	- 138	-
Hour		-		-	09:00 -	09:00		-	-	-	-	-	-	-	-	-	-	Hour	09:00	- 09:00	-
MD Peak		-	155 -	155	173 -	173		-	-	-	-	-	-	-	-	-	-	MD Peak	153	- 153	-
Hour		-	14:00 -	14:00	10:00 -	10:00		-	-	-	-	-	-	-	-	-	-	Hour	10:00	- 10:00	
PM Peak		-	184 -	184	202 -	202		-	-	-	-	-	-	-	_	_	-	PM Peak	193	- 193	
Hour		-	16:00 -	16:00	16:00 -	16:00		-	-	-	-	-	-	-	-	_	-	Hour	16:00	- 16:00	-
Daily Peak		-		_	202 -	202		-	-	-	-	-	-	-	-	-	-	Daily Peak	193	- 193	
Hour		-		-	16:00 -	16:00		-	-	-	-	-	-	-	-	_	-	Hour	16:00	- 16:00	
% of Total		-		-	9.5% -	9.5%		-	-	-	-	-	-	-	-	_	-	% of Total	9.3%	- 9.3%	
Daily Ave		-		_	89 -	89		-		-	-	- I	-	_	-	_	-	Daily Ave	86	- 86	

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000 0	.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

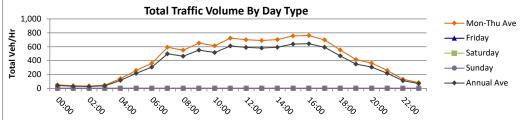
-Fri Ave	rage	7 0	ay Avera	age	Estima	ted Annı	ual Ave
Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
-	-	-	-	-	11	-	11
-	-	-	-	-	4	-	4
-	-	-	-	-	7	-	7
-	-	-	-	-	5	-	5
-	-	-	-	-	13	-	13
-	-	-	-	-	19	-	19
-	-	-	-	-	47	-	47
-	-	-	-	-	85	-	85
-	-	-	-	-	103	-	103
-	-	-	-	-	116	-	116
-	-	-	-	-	128	-	128
-	-	-	-	-	125	-	125
-	-	-	-	-	122	-	122
-	-	-	-	-	110	-	110
-	-	-	-	-	124	-	124
-	-	-	-	-	142	-	142
-	-	-	-	-	163	-	163
-	-	-	-	-	119	-	119
-	-	-	-	-	97	-	97
-	-	-	-	-	75	-	75
-	-	-	-	-	59	-	59
-	-	-	-	-	44	-	44
-	-	-	-	-	20	-	20
-	-	-	-	-	11	-	11
-	-	-	-	-	1,749	-	1,749
-	-	-	-	-	116	-	116
-	-	-	-	-	09:00	-	09:00
-	-	-	-	-	128	-	128
-	-	-	-	-	10:00	-	10:00
-	-	-	-	-	163	-	163
-	-	-	-	-	16:00	-	16:00
-	-	-	-	-	163	-	163
-	-	-	-	-	16:00	-	16:00
-	-	-	-	-	9.3%	-	9.3%
-	-	-	-	-	73	-	73

Coverage Count

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

48 Hour Count - Averages and Graphs Do Not Include All Days



11:00

11:00

16:00

16:00

7.5%

09:00

352 303

07:00 09:00

16:00 15:00

16:00 15:00

7.2% 8.4%

13:00

																					Contraction (1)				
	STH 19 BTWN SE	COND 8	A THIRD S	TS WATE	RTOWN												-	-	ment ID		1 1 1 1 1 1 1 1 1 1				
	280699																		or Group		₽ 200 <u></u>		N V		
Region																		,	or Group		0 +=				
,	JEFFERSON																		or Group		00	00.50	04:00	06.00	^{38:00} ^{10:00}
Funct. Class	U Principal Arteri	ial - Oth	er														Gro	wth Fact	or Group	1		0 0	Ū	Ū	0 0
.	Sun		Mon	2022-07	-18	Tues	2022-07-1	19	Wed	2022-07	-20	Thur			Fri			Sat				Mon-T	hurs Av	erage	Mon-
Hour	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Hour	Pos Dir		-	Pos Dir N
00:00 -00:59		-			-	31	31	62	28	13	41			-			-			-	00:00 -00:59	30	22	52	-
01:00 -01:59		-			-	20	14	34	23	15	38			-			-			-	01:00 -01:59	22	15	36	-
02:00 -02:59		-			-	22	11	33	21	14	35			-			-			-	02:00-02:59	22	13	34	-
03:00 -03:59		-			-	28	17	45	29	18	47			-			-			-	03:00 -03:59	29	18	46	-
04:00 -04:59		-			-	95	48	143	92	46	138			-			-			-	04:00 -04:59	94	47	141	-
05:00 -05:59		-	150	84	234	171	111	282			-			-			-			-	05:00 -05:59	161	98	258	-
06:00 -06:59		-	194	152	346	249	130	379			-			-			-			-	06:00 -06:59	222	141	363	-
07:00-07:59		-	302	232	534	401	249	650			-			-			-			-	07:00-07:59	352	241	592	-
08:00 -08:59		-	301	210	511	323	265	588			-			-			-			-	08:00 -08:59	312	238	550	-
09:00 -09:59		-	316	283	599	384	323	707			-			-			-			-	09:00 -09:59	350	303	653	-
10:00 -10:59		-	295	287	582	331	314	645			-			-			-			-	10:00 -10:59	313	301	614	-
11:00 -11:59		-	358	325	683	404	360	764			-			-			-			-	11:00 -11:59	381	343	724	-
12:00 -12:59		-	376	316	692	391	317	708			-			-			-			-	12:00 -12:59	384	317	700	-
13:00 -13:59		-	364	310	674	426	277	703			-			-			-			-	13:00 -13:59	395	294	689	-
14:00 -14:59		-	368	332	700	373	331	704			-			-			-			-	14:00 -14:59	371	332	702	-
15:00 -15:59		-	383	381	764	354	392	746			-			-			-			-	15:00 -15:59	369	387	755	-
16:00 -16:59		-	418	356	774	382	368	750			-			-			-			-	16:00 -16:59	400	362	762	-
17:00 -17:59		-	382	346	728	361	309	670			-			-			-			-	17:00 -17:59	372	328	699	-
18:00 -18:59		-	310	235	545	309	252	561			-			-			-			-	18:00 -18:59	310	244	553	-
19:00 -19:59		-	223	209	432	214	184	398			-			-			-			-	19:00 -19:59	219	197	415	-
20:00 -20:59		-	170	167	337	223	167	390			-			-			-			-	20:00 -20:59	197	167	364	-
21:00 -21:59		-	135	107	242	134	140	274			-			-			-			-	21:00 -21:59	135	124	258	-
22:00 -22:59		-	61	49	110	74	78	152			-			-			-			-	22:00 -22:59	68	64	131	-
23:00 -23:59		-	43	40	83	52	29	81			-			-			-			-	23:00 -23:59	48	35	82	-
Daily Total		-	-	-	-	5,752	4,717	10,469	-	-	-	-	-	-	-	-	-	-	-	-	Daily Total	5,547	4,622	10,169	-

AM Peak	-	-	-	-	-	-	401	323	707	-	-	-	-	-	-	-	-	-	-	-	-	AM Peak
Hour	-	-	-	-	-	-	07:00	09:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	Hour
MD Peak	-	-	-	376	332	700	426	360	764	-	-	-	-	-	-	-	-	-	-	-	-	MD Peak
Hour	-	-	-	12:00	14:00	14:00	13:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	Hour
PM Peak	-	-	-	418	381	774	382	392	750	-	-	-	-	-	-	-	-	-	-	-	-	PM Peak
Hour	-	-	-	16:00	15:00	16:00	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	Hour
Daily Peak	-	-	-	-	-	-	426	392	764	-	-	-	-	-	-	-	-	-	-	-	-	Daily Peak
Hour	-	-	-	-	-	-	13:00	15:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	Hour
% of Total	-	-	-	-	-	-	7.4%	8.3%	7.3%	-	-	-	-	-	-	-	-	-	-	-	-	% of Total
Daily Ave	-	-	-	-	-	-	240	197	436	-	-	-	-	-	-	-	-	-	-	-	-	Daily Ave

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000	0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

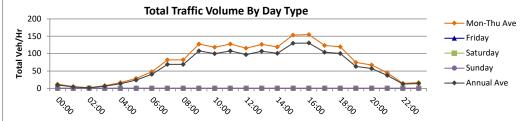
	n-Fri Ave			ay Avera			ted Annı	
os Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
-	-	-	-	-	-	24	18	42
-	-	-	-	-	-	18	12	29
-	-	-	-	-	-	18	10	28
-	-	-	-	-	-	23	14	38
-	-	-	-	-	-	76	38	115
-	-	-	-	-	-	135	82	217
-	-	-	-	-	-	186	119	306
-	-	-	-	-	-	295	203	498
-	-	-	-	-	-	263	200	463
-	-	-	-	-	-	294	255	550
-	-	-	-	-	-	264	253	517
-	-	-	-	-	-	321	289	610
-	-	-	-	-	-	324	267	591
-	-	-	-	-	-	333	248	581
-	-	-	-	-	-	313	280	593
-	-	-	-	-	-	312	326	638
-	-	-	-	-	-	338	305	644
-	-	-	-	-	-	314	277	591
-	-	-	-	-	-	261	205	467
-	-	-	-	-	-	185	166	351
-	-	-	-	-	-	165	141	306
-	-	-	-	-	-	114	104	217
-	-	-	-	-	-	57	53	110
-	-	-	-	-	-	40	29	69
-	-	-	-	-	-	4,672	3,897	8,570
-	-	-	-	-	-	295	255	550
-	-	-	-	-	-	07:00	09:00	09:00
-	-	-	-	-	-	333	289	610
-	-	-	-	-	-	13:00	11:00	11:00
-	-	-	-	-	-	338	326	644
-	-	-	-	-	-	16:00	15:00	16:00
-	-	-	-	-	-	338	326	644
-	-	-	-	-	-	16:00	15:00	16:00
-	-	-	-	-	-	7.2%	8.4%	7.5%
-	-	-	-	-	-	195	162	357

Coverage Count

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

48 Hour Count - Averages and Graphs Do Not Include All Days



| r BTWN STH
9
SSON
or Arterial
r Neg Dir
N
I Neg Dir
I | | IN ST & M/
Mon 20
Pos Dir N | 022-07-1 | 18 | Tues | 2022-07
Neg Dir
14 | | Wed 2022-0 | 7-20

 |
 | |
 | |
 | Da | Segment ID
nal Factor Grou
ily Factor Grou | p 2
p 2 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 5 ^{C2} :00 ^{C4} | 00 ^{05:} 00 | 03:00 30:00 |
|--|--|-----------------------------------|----------|---|---|--|--|---
--

--
---|---
--
---|---|---|--|---|---|---|---|---
---|
| SON
or Arterial | Total
-
-
-
-
- | | | | | Neg Dir | | | 7.20

 |
 | |
 | |
 | Da | ily Factor Grou | p 2 | 0 – t | Q2, QX | 20 ^{06:} 00 | 08.00 ¹ 0.00 |
| or Arterial
n | Total
-
-
-
-
- | | | | | Neg Dir | | | 7.20

 |
 | |
 | |
 | | | | 0 | 02.0 QX | 06:00 | 08.00 ¹ 0.00 |
| or Arterial
n | Total
-
-
-
-
-
- | | | | | Neg Dir | | | 7-20

 |
 | |
 | |
 | Δ. | de Frete C | - C | 02 | 02.00 | 00 ^{.00} | 0,00 10.00 |
| ı | Total
-
-
-
-
-
-
- | | | | | Neg Dir | | | 7-20

 | 1
 | |
 | |
 | A | kle Factor Grou | p 6 | | | 0 0 | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ |
| | Total
-
-
-
-
-
- | | | | | Neg Dir | | | 7-20

 |
 | |
 | |
 | Grow | th Factor Grou | р | ~ |) 0 | | - 0 |
| r Neg Dir | Total | Pos Dir No | eg Dir | Total
-
- | Pos Dir | | Total | | /-20

 | Thur
 | |
 | Fri |
 | | Sat | | Haur | Mon-Thu | s Average | Mon-F |
| | | | | - | | 14 | | Pos Dir Neg Di | r Total

 | Pos Dir
 | Neg Dir | Total
 | Pos Dir | Neg Dir
 | Total | Pos Dir Neg Di | r <i>Total</i> | Hour | Pos Dir Neg | Dir Tot | al Pos Dir Ne |
| | | | | - | | 14 | 14 | 10 | 0 10

 |
 | | -
 | |
 | - | | - | 00:00 -00:59 | - | 12 : | 12 - |
| | | | | | | 6 | 6 | | 4 4

 |
 | | -
 | |
 | - | | - | 01:00 -01:59 | | 5 | 5 - |
| | | | | - | | 1 | 1 | | 3 3

 |
 | | -
 | |
 | - | | - | 02:00 -02:59 | | 2 | 2 - |
| | - | | | - | | 8 | 8 | | ,

 |
 | | -
 | |
 | - | | - | 03:00 -03:59 | - | 8 | 8 - |
| | - | | | - | | 16 | 16 | 1 | 7 17

 |
 | | -
 | |
 | - | | - | 04:00 -04:59 | | | 17 - |
| | | | 28 | 28 | | 29 | 29 | | -

 |
 | | -
 | |
 | - | | - | 05:00 -05:59 | | 29 | 29 - |
| | - | | 43 | 43 | | 53 | 53 | | -

 |
 | | -
 | |
 | - | | - | 06:00 -06:59 | - | 48 4 | 48 - |
| | - | | 72 | 72 | | 92 | 92 | | -

 |
 | | -
 | |
 | - | | - | 07:00 -07:59 | - | 82 8 | 82 - |
| | - | | 78 | 78 | | 86 | 86 | | -

 |
 | | -
 | |
 | - | | - | 08:00 -08:59 | - | 82 8 | 82 - |
| | - | | 126 | 126 | | 129 | 129 | | -

 |
 | | -
 | |
 | - | | - | 09:00 -09:59 | | 128 12 | 28 - |
| | - | | 116 | 116 | | 121 | 121 | | -

 |
 | | -
 | |
 | - | | - | 10:00 -10:59 | | 119 1 | 19 - |
| | - | | 131 | 131 | | 124 | 124 | | -

 |
 | | -
 | |
 | - | | - | 11:00 -11:59 | - | 128 12 | 28 - |
| | - | | 103 | 103 | | 128 | 128 | | -

 |
 | | -
 | |
 | - | | - | 12:00 -12:59 | | 116 1 | 16 - |
| | - | | 123 | 123 | | 130 | 130 | | -

 |
 | | -
 | |
 | - | | - | 13:00 -13:59 | | 127 12 | 27 - |
| | - | | 117 | 117 | | 122 | 122 | | -

 |
 | | -
 | |
 | - | | - | 14:00 -14:59 | | 120 12 | 20 - |
| | - | | 165 | 165 | | 142 | 142 | | -

 |
 | | -
 | |
 | - | | - | 15:00 -15:59 | | 154 1 | 54 - |
| | - | | 152 | 152 | | 158 | 158 | | -

 |
 | | -
 | |
 | - | | - | 16:00 -16:59 | | 155 1 | 55 - |
| | - | | 123 | 123 | | 124 | 124 | | -

 |
 | | -
 | |
 | - | | - | 17:00 -17:59 | | 124 12 | 24 - |
| | - | | 98 | 98 | | 142 | 142 | | -

 |
 | | -
 | |
 | - | | - | 18:00 -18:59 | | 120 12 | 20 - |
| | - | | 78 | 78 | | 71 | 71 | | -

 |
 | | -
 | |
 | - | | - | 19:00 -19:59 | | | 75 - |
| | - | | 66 | 66 | | | 69 | | -

 |
 | | -
 | |
 | - | | _ | 20:00 -20:59 | - | | 68 - |
| | - | | | | | | | | -

 |
 | | -
 | |
 | - | | - | | | | 45 - |
| | - | | | | | | | | -

 |
 | | -
 | |
 | - | | _ | | - | | 15 - |
| | - | | | | | | | | -

 |
 | | -
 | |
 | - | | - | | | | 17 - |
| | - | - | - | - | - | | 1,851 | - |

 | -
 | - | -
 | - | -
 | - | - | | Daily Total | - 1 | 789 1,78 | 89 - |
| | | | | | | | - | 1 |

 |
 | |
 | |
 | | | | • | | | |
| | - | - | - | - | - | 129 | 129 | - |

 | -
 | - | -
 | - | -
 | - | - | | AM Peak | - | 128 12 | 28 - |
| | - | - | - | - | - | 09:00 | 09:00 | - |

 | -
 | - | -
 | - | -
 | - | - | | Hour | - 0 | 9:00 09:0 | - 00 |
| | - | - | 131 | 131 | - | 130 | 130 | - |

 | -
 | - | -
 | - | -
 | - | - | | MD Peak | - 1 | 128 12 | 28 - |
| | - | - | 11:00 | 11:00 | - | 13:00 | 13:00 | - |

 | -
 | - | -
 | - | -
 | - | - | | Hour | - 1 | 1:00 11:0 | - 00 |
| | - | - | 165 | 165 | - | 158 | 158 | - |

 | -
 | - | -
 | - | -
 | - | - | | PM Peak | - | | |
| | - | - | 15:00 | 15:00 | - | 16:00 | | - |

 | -
 | - | -
 | - | -
 | - | - | | Hour | - 1 | 5:00 16:0 | - 00 |
| | - | _ | - | - | - | 158 | 158 | - |

 | -
 | - | -
 | - | -
 | - | - | | Daily Peak | | | |
| | - | - | - | - | - | | | - |

 | -
 | - | -
 | - | -
 | - | - | | Hour | | | |
| | - | - | - | - | - | 8.5% | | - |

 | -
 | - | -
 | - | -
 | - | - | | % of Total | | | |
| | - | | | | | 77 | | |

 |
 | |
 | |
 | | | | | | | |
| | | | | Image: symbol line Image: symbol line Image: symbol | Image: symbol with the symbol w | - 103 103 - 123 123 - 117 117 - 165 165 - 152 152 - 123 123 - 123 123 - 98 98 - 98 98 - 78 78 - 32 32 - 166 166 - 177 17 - - 17 17 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 131 131 - - - 165 165 - < | - 103 103 128 - 123 123 130 - 117 117 122 - 165 165 142 - 152 152 158 - 123 123 124 - 123 123 124 - 98 98 142 - 98 98 142 - 78 78 71 - 66 66 69 - 32 32 57 - 16 16 13 - 17 17 16 - - - - 1,851 - - - - 1,851 - - - - 130 - - - - 130 - - 165 165 158 - - 15:00 15:00 16:00 - - - - 16:00 | - 103 103 128 128 - 123 123 130 130 - 117 117 122 122 - 165 165 142 142 - 152 152 158 158 - 123 123 124 142 - 123 123 124 142 - 98 98 142 142 - 98 98 142 142 - 98 98 142 142 - 78 78 71 71 - 66 66 69 69 - 32 32 57 57 - 16 16 13 13 - 17 17 16 16 - - - - 1,851 1,851 - - - - 09:00 09:00 - - 131 131 130 130 | - 103 103 128 128 128 - 123 123 130 130 130 - 117 117 122 122 122 - 165 165 142 142 142 - 152 152 158 158 158 - 123 123 124 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 98 98 142 142 142 - 166 66 69 69 169 13 13 - 16 <t< td=""><td>- 103 103 128 128 - - - 1123 123 130 130 - - - 1117 117 122 122 - - - 165 165 142 142 - - - 152 152 158 158 - - - 123 123 124 124 - - - 98 98 142 142 - - - 98 98 142 142 - - - 78 78 71 71 - - - 32 32 57 57 - - - 16 16 13 13 - - - - - - - 1,851 1,851 - - - - - - - 130 130 - - - - - - <td< td=""><td>Image: style styl</td><td>- 103 103 128 128 128 - <td< td=""><td>- 103 103 128 128 -</td><td>Image: style styl</td><td> 103 103 128 128 .</td><td>Image: style styl</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td><td>103 103 128 128 1</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td></td<></td></td<></td></t<> | - 103 103 128 128 - - - 1123 123 130 130 - - - 1117 117 122 122 - - - 165 165 142 142 - - - 152 152 158 158 - - - 123 123 124 124 - - - 98 98 142 142 - - - 98 98 142 142 - - - 78 78 71 71 - - - 32 32 57 57 - - - 16 16 13 13 - - - - - - - 1,851 1,851 - - - - - - - 130 130 - - - - - - <td< td=""><td>Image: style styl</td><td>- 103 103 128 128 128 - <td< td=""><td>- 103 103 128 128 -</td><td>Image: style styl</td><td> 103 103 128 128 .</td><td>Image: style styl</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td><td>103 103 128 128 1</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td></td<></td></td<> | Image: style styl | - 103 103 128 128 128 - <td< td=""><td>- 103 103 128 128 -</td><td>Image: style styl</td><td> 103 103 128 128 .</td><td>Image: style styl</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td><td>103 103 128 128 1</td><td>- 103 103 128 128 -</td><td>- 103 103 128 128 .</td></td<> | - 103 103 128 128 - | Image: style styl | 103 103 128 128 . | Image: style styl | - 103 103 128 128 - | - 103 103 128 128 . | 103 103 128 128 1 | - 103 103 128 128 - | - 103 103 128 128 . |

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000	0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	

	n-Fri Ave			ay Avera			ted Annu	al Ave
os Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
-	-	-	-	-	-	-	10	10
-	-	-	-	-	-	-	4	4
-	-	-	-	-	-	-	2	2
-	-	-	-	-	-	-	7	7
-	-	-	-	-	-	-	13	13
-	-	-	-	-	-	-	24	24
-	-	-	-	-	-	-	40	40
-	-	-	-	-	-	-	69	69
-	-	-	-	-	-	-	69	69
-	-	-	-	-	-	-	108	108
-	-	-	-	-	-	-	100	100
-	-	-	-	-	-	-	108	108
-	-	-	-	-	-	-	97	97
-	-	-	-	-	-	-	107	107
-	-	-	-	-	-	-	101	101
-	-	-	-	-	-	-	130	130
-	-	-	-	-	-	-	131	131
-	-	-	-	-	-	-	104	104
-	-	-	-	-	-	-	101	101
-	-	-	-	-	-	-	63	63
-	-	-	-	-	-	-	57	57
-	-	-	-	-	-	-	37	37
-	-	-	-	-	-	-	12	12
-	-	-	-	-	-	-	14	14
-	-	-	-	-	-	-	1,507	1,507
-	-	-	-	-	-	-	108	108
-	-	-	-	-	-	-	09:00	09:00
-	-	-	-	-	-	-	108	108
-	-	-	-	-	-	-	11:00	11:00
-	-	-	-	-	-	-	131	131
-	-	-	-	-	-	-	16:00	16:00
-	-	-	-	-	-	-	131	131
-	-	-	-	-	-	-	16:00	16:00
-	-	-	-	-	-	-	8.7%	8.7%
-	-	-	-	-	-	-	63	63

Coverage Count

Total Traffic Volume By Day Type 800 0 02.00 04.00 06:00 08.00 00:00 10:00

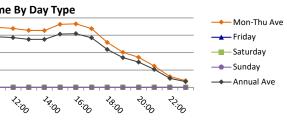
2022-Jul-18 to 2022-Jul-20

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	STH 19 MAIN BTWN THIRD & FOURTH WATERTOWN	Segment ID	1042
Site #	280754	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1

Hour	Sun			Mon	2022-07	-18	Tues	2022-07	/-19	Wed	2022-07	-20	Thur			Fri			Sat			Hours	Mon-T	Thurs Av	/erage
Hour	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Hour	Pos Dir	Neg Dir	Tota
00:00 -00:59			-			-	29	27	56	25	14	39			-			-			-	00:00 -00:59	27	21	. 48
01:00 -01:59			-			-	20	12	32	24	12	36			-			-			-	01:00 -01:59	22	12	. 34
02:00 -02:59			-			-	19	9	28	17	15	32			-			-			-	02:00 -02:59	18	12	. 30
03:00 -03:59			-			-	22	17		23	19	42			-			-			-	03:00 -03:59	23	18	41
04:00 -04:59			-			-	94	45	139	88	45	133			-			-			-	04:00 -04:59	91	45	
05:00 -05:59			-	145	83	228	161	111	272			-			-			-			-	05:00 -05:59	153	97	250
06:00 -06:59			-	184	143	327	238	133	371			-			-			-			-	06:00 -06:59	211	138	34
07:00 -07:59			-	284	221	505	384	229	613			-			-			-			-	07:00 -07:59	334	225	55
08:00 -08:59			-	277	191	468	320	246	566			-			-			-			-	08:00 -08:59	299	219	51
09:00 -09:59			-	269	270	539	358	287	645			-			-			-			-	09:00 -09:59	314	279	59.
10:00 -10:59			-	275	292	567	322	317	639			-			-			-			-	10:00 -10:59	299	305	60.
11:00 -11:59			-	322	315	637	394	353	747			-			-			-			-	11:00 -11:59	358	334	69.
12:00 -12:59			-	352	311	663	370	325	695			-		1	-			-			-	12:00-12:59	361	318	67.
13:00 -13:59			-	339	296	635	406	270	676			-			-			-			-	13:00 -13:59	373	283	65
14:00 -14:59			-	345	319	664	342	304	646			-			-			-			-	14:00 -14:59	344	312	65
15:00 -15:59			-	360	372	732	343	378	721			-			-			-			-	15:00 -15:59	352	375	72
16:00 -16:59			-	388	358	746	358	360	718			-			-			-			-	16:00 -16:59	373	359	73
17:00 -17:59			-	353	335	688	344	322	666			-			-			-			-	17:00 -17:59	349	329	67
18:00 -18:59			-	286	229	515	272	249	521			-			-			-			-	18:00 -18:59	279	239	51
19:00 -19:59			-	207	213	420	200	189	389			-			-			-			-	19:00 -19:59	204	201	
20:00 -20:59			-	158	159	317	202	174	376			-			-			-			-	20:00 -20:59	180	167	
21:00 -21:59			-	132	100	232	126	131	257			-			-			-			-	21:00 -21:59	129	116	-
22:00 -22:59			-	56	43	99	71	76	147			-			-			-			-	22:00 -22:59	64	60	
23:00 -23:59			-	37	38	75	47	34	81			-			-			-			-	23:00 -23:59	42	36	
Daily Total	-	-	-	-	-	-	5,442	4,598	10,040	-	-	-	-	-	-			-	-	-	-	Daily Total	5,194	4,496	9,69
AM Peak	-	-	-	-	-	-	384	287	645	-	-	-	-	-	-	-		-	-	-	-	AM Peak	334	279	59
Hour	-	-	-	-	-	-	07:00	09:00	09:00	-	-	-	-	-	-	-		-	-	-	-	Hour	07:00	09:00	09:0
MD Peak	-	-	-	352	319	664	406	353	747	-	-	-	-	-	-			-	-	-	-	MD Peak	373	334	69
Hour	-	-	-	12:00	14:00	14:00	13:00	11:00	11:00	-	-	-	-	-	-	-		-	-	-	-	Hour	13:00	11:00	11:0
PM Peak	-	-	-	388	372	746	358	378	721	-	-	-	-	-	-			-	-	-	-	PM Peak	373	375	73
Hour	-	-	-	16:00	15:00	16:00	16:00	15:00	15:00	-	-	-	-	-	-	-		-	-	-	-	Hour	16:00	15:00	16:0
Daily Peak	-	-	-	-	-	-	406	378	747	-	-	-	-	-	-			-	-	-	-	Daily Peak	373	375	73
Hour	-	-	-	-	-	-	13:00	15:00	11:00	-	-	-	-	-	-			-	-	-	-	Hour	16:00	15:00	-
% of Total	-	-	-	-	-	-	7.5%	8.2%		-	-	-	-	-	-			-	-	-	-	% of Total	7.2%	8.3%	7.6%
Daily Ave	-	-	-	-	-	-	227	192	418	-	-	-	-	-	-			-	-	-	-	Daily Ave	216	187	404

Seasonal Fctr			0.894	0.894	0.894	0.894	0.894	0.894							
Daily Fctr			1.024	1.024	0.952	0.952	0.961	0.961							
Axle Factor			0.478	0.478	0.478	0.478	0.478	0.478							
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000							
Overall Fctr	0.000	0.000	0.875	0.875	0.814	0.814	0.821	0.821	0.000	0.000	0.000	0.000	0.000	0.000	



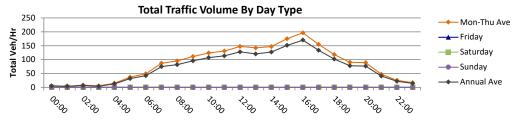
	D (-)			7.0			E attace a		
,		n-Fri Ave Neg Dir	rage <i>Total</i>		ay Avera	age Total		ted Annu	Total
'	POS DIr	Neg Dir	Totai	POS DIr	Neg Dir	Totai		Neg Dir	
s	-	-	-	-	-	-	22	17	39
4	-	-	-	-	-	-	18	10	28
)	-	-	-	-	-	-	15	10	25
	-	-	-	-	-	-	18	15	33
5	-	-	-	-	-	-	74	37	111
)	-	-	-	-	-	-	129	81	210
)	-	-	-	-	-	-	177	117	294
9	-	-	-	-	-	-	280	190	470
7	-	-	-	-	-	-	251	184	435
?	-	-	-	-	-	-	263	235	498
3	-	-	-	-	-	-	251	257	508
?	-	-	-	-	-	-	301	281	583
9	-	-	-	-	-	-	305	268	573
5	-	-	-	-	-	-	314	239	553
5	-	-	-	-	-	-	290	263	553
7	-	-	-	-	-	-	297	317	614
?	-	-	-	-	-	-	315	303	619
7	-	-	-	-	-	-	294	278	572
3	-	-	-	-	-	-	236	202	437
5	-	-	-	-	-	-	172	170	342
7	-	-	-	-	-	-	151	140	292
5	-	-	-	-	-	-	109	97	206
3	-	-	-	-	-	-	53	50	103
3	-	-	-	-	-	-	35	30	66
)	-	-	-	-	-	-	4,373	3,790	8,164
?	-	-	-	-	-	-	280	235	498
)	-	-	-	-	-	-	07:00	09:00	09:00
?	-	-	-	-	-	-	314	281	583
)	-	-	-	-	-	-	13:00	11:00	11:00
~	-	-	-	-	-	-	315	317	619
)	-	-	-	-	-	-	16:00	15:00	16:00
?	-	-	-	-	-	-	315	317	619
)	-	-	-	-	-	-	16:00	15:00	16:00
6	-	-	-	-	-	-	7.2%	8.4%	7.6%
ļ	-	-	-	-	-	-	182	158	340

Coverage Count

Hourly Traffic Volume Report

2018-Jul-24 to 2018-Jul-26

49 Hour Count - Averages and Graphs Do Not Include All Days



h	1														Γ					H 150				
	3RD BTWN MAIN	N & MAD	DISON W	ATERTO	WN													ment ID					1	+++
	280821																	or Group		P 50				
Region																		or Group		0 +++-	* • • • •			
	JEFFERSON																	or Group		00,0	02.00	04.00	06:00 0	^{38:} 00 ¹ 0:00
Funct. Class	U Minor Arterial															Gro	vth Facto	or Group				-	-	
Hour	Sun		Mon			Tues	2018-07	-24	Wed	2018-07	-25	Thur	2018-07	-26	Fri		Sat			Hour	Mon-	Thurs Av	erage	Mon-F
Hour	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Hour	Pos Dir	Neg Dir	Total	Pos Dir Ne
00:00 -00:59		-			-			-		6	6		6	6		-			-	00:00 -00:59	-	6	6	-
01:00 -01:59		-			-			-		4	4		5	5		-			-	01:00 -01:59	-	5	5	-
02:00 -02:59		-			-			-		8	8		8	8		-			-	02:00 -02:59	-	8	8	-
03:00 -03:59		-			-			-		5	5		5	5		-			-	03:00 -03:59	-	5	5	-
04:00 -04:59		-			-			-		16	16		14	14		-			-	04:00 -04:59	-	15	15	-
05:00 -05:59		-			-			-		33	33		41	41		-			-	05:00 -05:59	-	37	37	-
06:00 -06:59		-			-			-		44	44		54	54		-			-	06:00 -06:59	-	49	49	-
07:00 -07:59		-			-			-		81	81		93	93		-			-	07:00-07:59	-	87	87	-
08:00 -08:59		-			-			-		97	97		93	93		-			-	08:00 -08:59	-	95	95	-
09:00 -09:59		-			-			-		102	102		120	120		-			-	09:00 -09:59	-	111	111	-
10:00 -10:59		-			-			-		123	123		125	125		-			-	10:00 -10:59	-	124	124	-
11:00 -11:59		-			-			-		138	138		124	124		-			-	11:00 -11:59	-	131	131	-
12:00 -12:59		-			-			-		161	161		134	134		-			-	12:00-12:59	-	148	148	-
13:00 -13:59		-			-		144	144		115	115		168	168		-			-	13:00 -13:59	-	142	142	-
14:00 -14:59		-			-		147	147		147	147			-		-			-	14:00 -14:59	-	147	147	-
15:00 -15:59		-			-		178	178		172	172			-		-			-	15:00 -15:59	-	175	175	-
16:00 -16:59		-			-		185	185		208	208			-		-			-	16:00 -16:59	-	197	197	-
17:00 -17:59		-			-		160	160		150	150			-		-			-	17:00 -17:59	-	155	155	-
18:00 -18:59		-			-		126	126		110	110			-		-			-	18:00 -18:59	-	118	118	-
19:00 -19:59		-			-		97	97		84	84			-		-			-	19:00 -19:59	-	91	91	-
20:00 -20:59		-			-		105	105		73	73			-		-			-	20:00 -20:59	-	89	89	-
21:00 -21:59		-			-		49	49		46	46			-		-			-	21:00 -21:59	-	48	48	-
22:00 -22:59		-			-		27	27		24	24			-		-			-	22:00 -22:59	-	26	26	-
23:00 -23:59		-			-		18	18		15	15			-		-			-	23:00 -23:59	-	17	17	-
Daily Total		-	-		-	-	-	-	-	1,962	1,962	-	-	-		-	-	-	-	Daily Total	-	2,023	2,023	-
ļ					r	-														-				
AM Peak		-	-		-	-	-	-	-	102	102	-	120	120		-	-	-	-	AM Peak	-	111	111	-
Hour		-	-		-	-	-	-	-	09:00	09:00	-	09:00	09:00		-	-	-	-	Hour	-	09:00		-
MD Peak		-	-		-	-	-	-	-	161	161	-	-	-		-	-	-	-	MD Peak	-	148	148	-
Hour		-	-		-	-	-	-	-	12:00	12:00	-	-	-		-	-	-	-	Hour	-	12:00	12:00	-
PM Peak		-	-		-	-	185	185	-	208	208	-	-	-		-	-	-	-	PM Peak	-	197	197	-
Hour		-	-		-	-	16:00	16:00	-	16:00	16:00	-	-	-		-	-	-	-	Hour	-	16:00	16:00	-
Daily Peak		-	-		-	-	-	-	-	208	208	-	-	-		-	-	-	-	Daily Peak	-	197	197	-
Hour		-	-		-	-	-	-	-	16:00	16:00	-	-	-		-	-	-	-	Hour	-	16:00		-
% of Total		-	-		-	-	-	-	-	10.6%	10.6%	-	-	-		-	-	-	-	% of Total	-	9.7%	9.7%	-
Daily Ave		-		-	-	-	-	-	-	82	82	-	-	-		-	-	-	-	Daily Ave	-	84	84	-

Seasonal Fctr					0.931	0.931	0.931	0.931	0.931	0.931					
Daily Fctr					0.917	0.917	0.998	0.998	0.913	0.913					
Axle Factor					0.485	0.485	0.485	0.485	0.485	0.485					
Pulse Fctr					2.000	2.000	2.000	2.000	2.000	2.000					
Overall Fctr	0.000 0	.000	0.000	0.000	0.828	0.828	0.901	0.901	0.825	0.825	0.000	0.000	0.000	0.000	

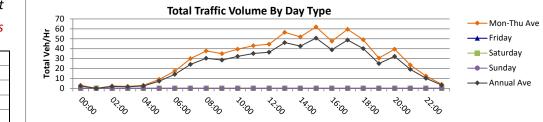
Mor	n-Fri Ave	rage	7 0	ay Aver	age	Estima	ted Anni	ual Ave
os Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
-	-	-	-	-	-	-	5	5
-	-	-	-	-	-	-	4	4
-	-	-	-	-	-	-	7	7
-	-	-	-	-	-	-	4	4
-	-	-	-	-	-	-	13	13
-	-	-	-	-	-	-	32	32
-	-	-	-	-	-	-	42	42
-	-	-	-	-	-	-	75	75
-	-	-	-	-	-	-	82	82
-	-	-	-	-	-	-	95	95
-	-	-	-	-	-	-	107	107
-	-	-	-	-	-	-	113	113
-	-	-	-	-	-	-	128	128
-	-	-	-	-	-	-	120	120
-	-	-	-	-	-	-	127	127
-	-	-	-	-	-	-	151	151
-	-	-	-	-	-	-	170	170
-	-	-	-	-	-	-	134	134
-	-	-	-	-	-	-	102	102
-	-	-	-	-	-	-	78	78
-	-	-	-	-	-	-	76	76
-	-	-	-	-	-	-	41	41
-	-	-	-	-	-	-	22	22
-	-	-	-	-	-	-	14	14
-	-	-	-	-	-	-	1,744	1,744
-	-	-	-	-	-	-	95	95
-	-	-	-	-	-	-	09:00	09:00
-	-	-	-	-	-	-	128	128
-	-	-	-	-	-	-	12:00	12:00
-	-	-	-	-	-	-	170	170
-	-	-	-	-	-	-	16:00	16:00
-	-	-	-	-	-	-	170	170
-	-	-	-	-	-	-	16:00	16:00
-	-	-	-	-	-	-	9.8%	9.8%
-	-	-	-	-	-	-	73	73

Coverage Count

Hourly Traffic Volume Report

2022-Jul-26 to 2022-Jul-28

48 Hour Count - Averages and Graphs Do Not Include All Days



Location	MARKET ST BTWN EIGHTH & NINTH STS WATERTOWN	Segment ID	
Site #	280882	Seasonal Factor Group 2	2
Region	SW	Daily Factor Group 2	2
County	JEFFERSON	Axle Factor Group 7	7
Funct. Class	U Collector	Growth Factor Group	

Haur	Sun		Mon			Tues 2	2022-07	-26	Wed	2022-07	-27	Thur	2022-07-2	28	Fri		Sat		Haur	Mon-Thu	rs Averag	e	Mon-Fri
Hour	Undivided Hwy	Total	Undivid	ed Hwy	Total	Undivide	d Hwy	Total	Undivid	ed Hwy	Total	Undivid	ed Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Hour	Undivided			Undivided H
00:00 -00:59		-			-			-		4	4		2	2		-		-	00:00 -00:59	-	3	3	-
01:00 -01:59		-			-			-			-		5	5		-		-	01:00 -01:59	-	-	-	-
02:00 -02:59		-			-			-		2	2		3	3		-		-	02:00 -02:59	-	3	3	-
03:00 -03:59		-			-			-		2	2		2	2		-		-	03:00 -03:59	-	2	2	-
04:00 -04:59		-			-			-		2	2		4	4		-		-	04:00 -04:59	-	3	3	-
05:00 -05:59		-			-			-		9	9		9	9		-		-	05:00 -05:59	-	9	9	-
06:00 -06:59		-			-			-		22	22		13	13		-		-	06:00 -06:59	-	18	18	-
07:00 -07:59		-			-			-		34	34		26	26		-		-	07:00 -07:59	-	30	30	-
08:00 -08:59		-			-		28	28		38	38		47	47		-		-	08:00 -08:59	-	38	38	-
09:00 -09:59		-			-		37	37		33	33			-		-		-	09:00 -09:59	-	35	35	-
10:00 -10:59		-			-		49	49		30	30			-		-		-	10:00 -10:59	-	40	40	-
11:00 -11:59		-			-		33	33		53	53			-		-		-	11:00 -11:59	-	43	43	-
12:00 -12:59		-			-		45	45		44	44			-		-		-	12:00 -12:59	-	45	45	-
13:00 -13:59		-			-		61	61		52	52			-		-		-	13:00 -13:59	-	57	57	-
14:00 -14:59		-			-		46	46		58				-		-		-	14:00 -14:59	-		52	-
15:00 -15:59		-			-		65	65		59				-		-		-	15:00 -15:59	-	62	62	-
16:00 -16:59		-			-		45	45		50	50			-		-		-	16:00 -16:59	-	48	48	-
17:00 -17:59		-			-		43	43		76	76			-		-		-	17:00 -17:59	-	60	60	-
18:00 -18:59		-			-		38	38		60	60			-		-		-	18:00 -18:59	-	49	49	-
19:00 -19:59		-			-		25	25		36	36			-		-		-	19:00 -19:59	-	31	31	-
20:00 -20:59		-			-		48	48		31	31			-		-		-	20:00 -20:59	-	40	40	-
21:00 -21:59		-			-		17	17		30	30			-		-		-	21:00 -21:59	-	24	24	-
22:00 -22:59		-			-		14	14		11	11			-		-		-	22:00 -22:59	-	13	13	-
23:00 -23:59		-			-		2	2		6	6			-		-		-	23:00 -23:59	-	4	4	-
Daily Total		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		Daily Total	-	-	-	-
											1												
AM Peak		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		AM Peak	-	-	-	-
Hour		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		Hour	-	-	-	-
MD Peak		-	-	-	-	-	61	61	-	58		-	-	-	-		-		MD Peak	-		57	-
Hour		-	-	-	-	-	13:00	13:00	-	14:00		-	-	-	-		-		Hour	- 1	.3:00 13	:00	-
PM Peak		-	-	-	-	-	65	65	-	76		-	-	-	-		-		PM Peak	-	62	62	-
Hour		-	-	-	-	-	15:00	15:00	-	17:00	17:00	-	-	-	-		-		Hour	- 1	.5:00 15	:00	-
Daily Peak		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		Daily Peak	-	-	-	-
Hour		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		Hour	-	-	-	-
% of Total		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		% of Total	-	-	-	-
Daily Ave		-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		Daily Ave	-	-	-	-

Seasonal Fctr					0.894	0.894	0.894	0.894	0.894	0.894					
Daily Fctr					0.952	0.952	0.961	0.961	0.916	0.916					
Axle Factor					0.478	0.478	0.478	0.478	0.478	0.478					
Pulse Fctr					2.000	2.000	2.000	2.000	2.000	2.000					
Overall Fctr	0.000 0	0.000	0.000	0.000	0.814	0.814	0.821	0.821	0.783	0.783	0.000	0.000	0.000	0.000	

-Fri Ave	rage	7 0	ay Avera	age	Estima	ted Annເ	al Ave
ed Hwy	Total	Undivid	led Hwy	Total	Undivid	led Hwy	Total
-	-	-	-	-	-	2	2
-	-	-	-	-	-	-	-
-	-	-	-	-	-	2	2
-	-	-	-	-	-	2	2
-	-	-	-	-	-	2	2
-	-	-	-	-	-	7	7
-	-	-	-	-	-	14	14
-	-	-	-	-	-	24	24
-	-	-	-	-	-	30	30
-	-	-	-	-	-	29	29
-	-	-	-	-	-	32	32
-	-	-	-	-	-	35	35
-	-	-	-	-	-	36	36
-	-	-	-	-	-	46	46
-	-	-	-	-	-	43	43
-	-	-	-	-	-	51	51
-	-	-	-	-	-	39	39
-	-	-	-	-	-	49	49
-	-	-	-	-	-	40	40
-	-	-	-	-	-	25	25
-	-	-	-	-	-	32	32
-	-	-	-	-	-	19	19
-	-	-	-	-	-	10	10
-	-	-	-	-	-	3	3
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	46	46
-	-	-	-	-	-	13:00	13:00
-	-	-	-	-	-	51	51
-	-	-	-	-	-	15:00	15:00
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

Existing Signal Timings

SEPAC ECOM All Data 9/13/2017 Intersection Name: Main & 3rd Intersection Alias: Main3rd ccess Data 1:1200 Baud 3:1200 Baud Revision: 3.34g IP Address:

Phase Initialization Data

Phase 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Initial 0-None 4-Grn 0-None 1-Inact 0-None PHASE DATA Vehical Basic Timings Misc Timings Pedestrian Timings Walk Walk Alt Actuated Min All Green Yellow Offset Offset Bike Bike Ped Alt Ped Flash Ext Rest in Phase Green Passage Max1 Max2 Yellow Red Delay Delay Time Mode Green Psg Walk Clr Walk Clr Walk Ped Cir Walk 1 0 0.0 4.0 0.0 0 0 0.0 0.0 0 0-Advance 0.0 0 0.0 0 0 0 No 0 No 40 2 15 5.0 40 3.2 2.5 0.0 0.0 0 **0-Advance** 0.0 14 13 0 0 0.0 No 0 No 0 0 4.0 3 0.0 0 0.0 0.0 0.0 0 0.Advance 0.0 00 0 0 Ô. 0 No 0 No 15 5.0 40 40 3.2 4 1.9 0.0 0.0 0 0.0 0-Advance 0.0 6 13 0 0 No 0 No 5 Ó 0.0 0 0 4.0 1.0 0.0 0.0 0 0-Advance 0.0 0.0 0 0 0 0 No 0 No 0 0.0 0 0 4.0 1.0 0.0 0.0 0 0.0 0 0-Advance 0.0 0 n 0 No 0 No 0.0 0 0 Ŏ 4.0 1.0 0.0 7 0.0 0 0-Advance 0.0 0.0 0 0 0 0 No 0 No 0 0.0 0 0 4.0 1.0 0.0 0 0.0 0 0-Advance 0.0 0.0 0 0 0 0 No 0 No 0 0.0 0 0 3.0 0.0 0.0 0.0 0 0.0 0 0-Advance 0.0 0 0 No 0 No 3.0 10 0 0.0 0 0 0.0 0.0 0.0 0 0-Advance 0.0 0 0.0 0 0 0 n. No No '1 0 0.0 0 0 3.0 0.0 0.0 0.0 0 0-Advance 0.0 0.0 0 0 0 0 No 0 No .2 0 0.0 0 0 3.0 0.0 0.0 0.0 0 0-Advance 0.0 0.0 0 0 0 0 0 No No 13 0 0.0 0 0 3.0 0.0 0.0 0.0 0 0.0 0.0 0 0-Advance 0 0 0 No 0 No 0.0 14 0 0 0 3.0 0.0 0.0 0.0 0 0-Advance 0.0 0.0 0 0 D 0 No 0 No 15 0 0.0 0 ġ 3.0 0.0 0.0 0.0 0 0-Advance 0.0 0.0 0 0 n 0 No 0 No 16 0.0 0 3.0 0.0 0,0 D 0 0.0 0 0-Advance 0.0 0.0 0 0 0 0 0 No No Vehicle Density Timings General Control Miscellaneous No Special Sequence Time Time Car Simu Last Added Max **B4 B4** To Min Non-Act Veh Ped Recall Non Dual Car Condit Gap Minus Omit Ph. Initial Initial Response Recall Recall Delay Redu Redu Redu Gan Lock Entry Pass Service Out Omit Yel Call 0.0 0 0 0.0 None 0 0 None None 0 No No No No No 0 0 0 0.0 2 0 0 0 0 0.0 None Min Ped 0 No No No No No 0 0 Ô. 0.0 0 0 0 0 0.0 None None None Ó No No No No No 0 0 0 0.0 0 None 4 0 0 0 0.0 Min Ped 0 No No No No No 0 0 0 0 0.0 0 0 0 0.0 None None None 0 No No No No No 0 0 5 0 6 0.0 0 0 0 0 0.0 None None None 0 No No No No No 0 0 0 0.0 0 0 0 0 0.0 None None None 0 No No No No No 0 0 0 0.0 n 0 0 0.0 8 None None None 0 No No No No No 0 0 0 9 0.0 0 D 0 0.0 No None None None 0 No No No No ó Ō Ô 10 0.0 0 0 0 0.0 None None None 0 No No No No No 0 0 0 11 0.0 0.0 No 0 0 0 None None None 0 No No No No 0 0 0 0.0 0 0 0 0.0 None None No 0 None 0 No No No No Ó 0 0 13 0.0 0 0 0 0 0.0 None None None 0 No No No No No 0 0 0 14 0.0 0 0 0 0 0.0 None None None 0 No No No No 0 No 0 0

Page 1 of 16

		-											Defa	ult Data				
D	efault	t Data					Defau	lt Data					2	1.1.1				
2		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay	1	Assig Phase		Switch Phase	Extend	Delay
Vet	nical D	etector P	hase As	signmen	t		Pedestria	n Detector		11		-	Speci	ial Detecto	r Phase	Assignm	ient	
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Page 2 of 16

Section 4, Item C.

Startup Tin					Input		itput					Flash Flash	-	-	-		-	
	4.0 sec r: No t: No e: 0 0-Stand	dard odes: 0	0	1 2 3 4 D I	Respons Ring 1 Ring 2 None None nput(Entr Dutput(O/	Ri Ri N N				Ph	2 2 4	Yes	Exit Yes		fault D fo Flas			
Overlaps		-							=,	Overlaps	-					-	-	-
	Phase(s)	A	В	С	D	E	F	G	Н	I	J	K	L	М	N	C	F	
Start Gre	en Phase(s)	A	в	с	D	E	F	G	н	Overlaps I	,	к	L	м	N	0	Р	
Ring				_			-			-	Phas	ic(s)			_	_	_	_
	Next		_	1	2 3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Rin 2 I	g Phase 3	Ħ	4		2 3	4	1	1	3	3	9	10	11	12	13	14	15	16
4 1	3	Concurrent	Phases	5 6	57 68	7 8	2 5	2 6	4 7	4 8								
Alternat	e Sequence	s									-		Port 1	Data	1			1.5
	No Altern Sequenc Programn	ate es											BIU Addr	1	Port Status		asic Det	Message 40
	D. assessed												Defaul					

Signal Driv	ver Ouput									
Channel	Control	Hardy	vare Pins							
1	1 - Veh Phase 1	1 - Pha	ise l RYG							
2	2 - Veh Phase 2	2 - Pha	ase 2 RYG							
3	3 - Veh Phase 3		ise 3 RYG							
4	4 - Veh Phase 4		ase 4 RYG							
5	5 - Veh Phase 5	5 - Pha	ise 5 RYG							
6	6 - Veh Phase 6	6 - Pha	ise 6 RYG							
7	7 - Veh Phase 7	7 - Pha	ise 7 RYG							
8	8 - Veh Phase 8		ise 8 RYG							
9	18 - Ped Phase		ase 2 DPW							
10	20 - Ped Phase		ase 4 DPW							
11	22 - Pcd Phase		ase 6 DPW							
12	24 - Ped Phase	8 16 - Ph	ase 8 DPW							
13	33 - Overlap A		verlap A RYG							
14	34 - Overlap B		verlap B RYG							
15	35 - Overlap C		verlap C RYG							
16	36 - Overlap D		erlap D RYG							
17	17 - Ped Phase		se 1 DPW							
18	19 - Ped Phase 3	3 11 - Ph	ase 3 DPW							
1994										
19	21 - Ped Phase :		ase 5 DPW							
	21 - Ped Phase 23 - Ped Phase 23		ase 5 DPW ase 7 DPW							
19 20	23 - Ped Phase				_		Dial/Sn	olit	Cycle	_
19 20	23 - Ped Phase '			A	OT.		Dial/Sp	olit	Cycle 80	
19 20 Coordination Dat	23 - Ped Phase ' a ata	7 15 - Ph	ase 7 DPW		OTA		1/1	olit		- 80
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Auto	23 - Ped Phase ' a ata o	7 IS - Ph Offset Made: 1	ase 7 DPW	Manual Dial: 1	OTA T		1/1	olit	80	- 80
19 20 Coordination Dat	23 - Ped Phase ' a a ta o 'ermissive	7 IS - Ph Offset Made: 1 Force Made: 0=	ase 7 DPW =End Gm =Plan	Manual Dial: 1 Manual Split: 1	OTA T		1/1 1/2 2/1	olit	80	80
19 20 Coordination Dat seral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil	23 - Ped Phase ' a a ta o Permissive oit	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim	ase 7 DPW =End Grn =Plan ae: 15	Manual Dial: 1	OTA-		1/1 1/2 2/1 3/1	olit	80 60 80	80
19 20 Coordination Dat seral Coordination Ds Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho	23 - Ped Phase ' a a ta o Permissive oit i t Way Plus	7 IS - Ph Offset Made: 1 Force Made: 0=	ase 7 DPW =End Grn =Plan ae: 15	Manual Dial: 1 Manual Split: 1	T ANT		1/1 1/2 2/1	olit	80 60 80 90	80
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Pha:	23 - Ped Phase ' a a ta o Permissive oit i t Way Plus	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim	ase 7 DPW =End Grn =Plan ae: 15	Manual Dial: 1 Manual Split: 1	CA-		1/1 1/2 2/1 3/1	olit	80 60 80 90	80
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Phas	23 - Ped Phase ' a a ta o Permissive oit i t Way Plus	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0	ase 7 DPW =End Grn =Plan ae: 15	Manual Dial: 1 Manual Split: 1	OTA CA INT Ph.		1/1 1/2 2/1 3/1		80 60 80 90	80
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Phae Dial 1 / Split 1	23 - Ped Phase ' a sta o Permissive oit ort Way Plus se Modes Ph. Splits	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0	ase 7 DPW =End Gm =Plan ae: 15	Manual Dial: 1 Manual Split: 1 Manual Offset: 1	IN T	Be	1/1 1/2 2/1 3/1 4/1		80 60 80 90	80
19 20 Coordination Dat Jeral Coordination Ds Operation Mode: 1=Aut Coordination Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordina Dial 1 / Split 2	23 - Ped Phase ' a ata o 'ermissive bit trt Way Plus se Modes Ph. Splins ate 4 29	7 IS - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode	ase 7 DPW =End Gm =Plan see 15 Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1	IN T	Be	1/1 1/2 2/1 3/1 4/1		80 60 80 90	80
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordinat	23 - Ped Phase ' a sta o Permissive oit ort Way Plus se Modes Ph. Splits	7 15 - Ph Offset Mode: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan ne: 15	Manual Dial: 1 Manual Split: 1 Manual Offset: 1	IN T	Be	1/1 1/2 2/1 3/1 4/1	Aode	80 60 80 90	80
19 20 Coordination Date Jeral Coordination De Operation Mode: 1=Auto Coordination De Operation Mode: 0=Inhil Coordination Mode: 0=Inhil Coordination Mode: 0=Inhil Coordination Mode: 3=Sho Split Times and Phase Dial 1 / Splits Ph. Splits Ph. Mode 2 Splits Ph. Mode 2 Splits Ph. Mode 2 Splits Ph. Mode 2 Ph. Splits Ph. Splits Ph. Mode 2 31 1=Coordination	23 - Ped Phase " a atta o "ermissive soft rrt Way Plus se Modes Ph. Splits atte 4 29 Ph. Splits	7 15 - Ph Offset Mode: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan see 15 Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode	Ph.	Splits	1/1 1/2 2/1 3/1 4/1 Ph. N	Aode	80 60 80 90	- 80 203 201
19 20 Coordination Dat beral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordina Dial 1 / Splits Ph. Mode 2 31 1=Coordina Dial 2 / Split 1	23 - Ped Phase * a ta o Permissive oit ort Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits ate 4 29	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Grn =Plan tet 15 Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph.	Splits	1/1 1/2 2/1 3/1 4/1 Ph. M	Aode Aode	80 60 80 90	80 Ti
19 20 Coordination Dat beral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 1 / Split 2 Ph. Splits Ph. Mode 2 31 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode	23 - Ped Phase ' a ta o Permissive oit ort Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits ate 4 29 Ph. Splits	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan see 15 Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode	Ph.	Splits	1/1 1/2 2/1 3/1 4/1 Ph. N	Aode Aode	80 60 80 90	- 80 2013
19 20 Arran Coordination Data Jeral Coordination De Deration Mode: 1=Auto Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phase Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordina Dial 1 / Splits Ph. Mode 2 51 1=Coordina Dial 2 / Splits Ph. Mode 2 31 1=Coordina Dial 2 / Splits Ph. Mode 2 51 1=Coordina	23 - Ped Phase ' a ta o Permissive oit ort Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits ate 4 29 Ph. Splits	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Grn =Plan tet 15 Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph.	Splits	1/1 1/2 2/1 3/1 4/1 Ph. M	Aode Aode	80 60 80 90	- SC
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Shc Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 31 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 2 / Split 1	23 - Ped Phase ' a sta o Permissive oit urt Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits ate 4 29 Ph. Splits ate 4 29	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan he: 15 Ph. Splits Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph. Ph.	Splits Splits	1/1 1/2 2/1 3/1 4/1 Ph. M Ph. M	Node	80 60 80 90	- SC
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 31 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 3 / Split 1 Ph. Splits Ph. Mode	23 - Ped Phase ' a ta o Permissive pit wrt Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits Ate 4 2	7 15 - Ph Offset Mode: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Grn =Plan tet 15 Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph.	Splits	1/1 1/2 2/1 3/1 4/1 Ph. M	Node	80 60 80 90	305 305 305 305
19 20 Arral Coordination Data Jeral Coordination De Operation Mode: 1=Auto Coordination Mode: 0=Inhil Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phase Dial 1 / Splits Ph. Mode 2 31 1=Coordination Dial 2 / Splits Ph. Splits Ph. Mode 2 31 1=Coordination Dial 3 / Splits Ph. Splits Ph. Mode 2 31 1=Coordination Dial 3 / Splits Ph. Mode 2 61	23 - Ped Phase ' a sta o Permissive pit urt Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits Ate 4 29 Ate 4 29 Ate 4 29 Ate 4 29 Ate 4 29	7 15 - Ph Offset Made: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan he: 15 Ph. Splits Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph. Ph.	Splits Splits	1/1 1/2 2/1 3/1 4/1 Ph. M Ph. M	Node	80 60 80 90	- 20 202
19 20 Coordination Dat Jeral Coordination De Operation Mode: 1=Aut Coordination Mode: 0=I Maximun Mode: 0=Inhil Correction Mode: 3=Sho Split Times and Phas Dial 1 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 31 1=Coordin Dial 2 / Split 1 Ph. Splits Ph. Mode 2 51 1=Coordin Dial 3 / Split 1 Ph. Splits Ph. Mode	23 - Ped Phase ' a ta o Permissive pit wrt Way Plus se Modes Ph. Splits ate 4 29 Ph. Splits Ate 4 2	7 15 - Ph Offset Mode: 1 Force Mode: 0 Max Dwell Tim Vield Period: 0 Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord Ph. Mode 7=Dual Coord	ase 7 DPW =End Gm =Plan he: 15 Ph. Splits Ph. Splits Ph. Splits	Manual Dial: 1 Manual Split: 1 Manual Offset: 1 Ph. Mode Ph. Mode	Ph. Ph.	Splits Splits	1/1 1/2 2/1 3/1 4/1 Ph. M Ph. M	Node Node Node	80 60 80 90	- 80

Section 4, Item C.

Traffi	c Plan D	lata															
Plan: 1	/1/1		Time: 43 0=Norma			Sequence Function			Rg 2 Lag Correc		Rg 3 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tir	me: 0	
an: 1.	/1/2		Time: 43 0=Norma			Sequence Function			Rg 2 Lag Correc		Rg 3 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tir	ne: 0	
Plan: 1.	/2/1		Time: 27 0=Norma			Sequence Function			Rg 2 Lag Correc		Rg 3 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tir	ne: 0	
Plan: 2	/1/1		Time: 43 0=Norma			Sequenc Function			Rg 2 Lag Correc		Rg 3 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tir	ne: 0	
Plan: 3/	/1/1		Time: 43 0=Normai			Sequenc Function			Rg 2 Lag Correc		Rg 3 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tir	me: 0	
Plan: 4,	/1/1		Time: 43 0=Normal			Sequenc Function:			Rg 2 Lag Correc		Rg 3 1 de: 0=No	Lag Tim	e: 0	Rg 4 L	ag Tin	ne: 0	
Start o End of	f Daylight	t Saving	Month Month		ek: 2 ek: 1	Cycle	Zero R	eference	Hours: 24	Min:	0	Source Day 1 2	1 2 7 (3 4	0 0	e Days 1 5 1 0 5 0		-
Traffi	c Data				-	-	_	_	PI	ASE FI	UNCTION	-			_		
Event 1 2 3 1 5 6 7 8 9 10	Day 1 1 1 1 2 2 2 2 2 2 2 2	Time 0:1 6:0 12:0 18:0 23:0 0:1 6:0 10:0 18:0 23:0	D/S/O 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0) <u>flash</u> Flash On Flash On Flash On													
	Events	ŋ	A Min. 1	ux Ouputs				00	ming 1	Speci	al Functio	n Outpu 56	s 7 8		Ē		

Special Functions														
Function	SF1	<u>SF2</u>	SF3	SF4	<u>SF5</u>	<u>SF6</u>	<u>SF7</u>	SF8	SF9 SF10	<u>SF11</u>	<u>SF12</u>	<u>SF13</u> SI	F14 SF15	SF16
Special Function 1	x													
cial Function 2		х		_										Ē
Special Function 3			x											H
Special Function 4				x							-			Π
Special Function 5				-	x									
Special Function 6						x								
Special Function 7							х							
Special Function 8				1				x						

Page 5 of 16



Phase Function	DEI	BET	DET		DEA	DE	e DE	, neo	DEO	BELO	8611	DEIO	DE12	DELA	DELE	BELZ
Phase 1 Max2	PF1 X	PF2	PF3	5 PF4	PFS	PF	5 PF	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
se 2 Max2		x					i	iH	F	H	H	H	H	H	H	H
Phase 3 Max2			x					Н	H	H	H	H	H	H	H	H
Phase 4 Max2				x				iH	Ħ	H	H	H	H	F	H	
Phase 5 Max2					x			iH	H	H	H	H	H	Ħ	H	-
Phase 6 Max2	Ē					x		iH	H	H	H	H	H	H	H	
Phase 7 Max2							x			H	H	H	H	H	H	H
Phase 8 Max2		F	-			-		x	H	H	H	H	H	H	H	H
Phase 1 Max2	x	H		-	H			Ĥ	H	H	H	H	H	H	H	H
Phase 2 Max2		x			H	-		H	H	H	H	H	H	H	H	H
Phase 3 Max2	H	H	x	-	H	-		H	H	H	H	H	H		H	H
Phase 4 Max2		H	H	x	H	-		H	H	H	H	H	H	H	H	H
Phase 5 Max2		H		-	x	-	-		H	H	H	H	H	H	H	H
Phase 6 Max2		H	H	Н		x		H	H	H	H	H	H	H	H	H
Phase 7 Max2	H		Н		\vdash	-	x	H	Н	H	H	H	H	H	H	H
Phase 8 Max2	H		H	H		-	Ê	x	Н	H	H	H	H	H	H	H
Phase 2 Max2	H	x	H	\vdash	H	-	\vdash	H	H	H	H	H	H	H	H	H
	H			\square	H	-		H		H	H	H	H	H	H	H
se 3 Max2		H	x		Н		_	H		H	Н	H	H	H	H	H
Phase 4 Max2				X	Ц		_	H		\square	Н	Н				H
Phase 5 Max2					x			H	Ц		H	\square				
Phase 6 Max2						x										
Phase 7 Max2							x								10.00	
Phase 8 Max2					1			x								
Phase 1 Max2	х															
hase 2 Max2		x		1.000												
hase 3 Max2			x												-	
hase 4 Max2				х												
hase 5 Max2					x											
Phase 6 Max2						x										
base 7 Max2							x									
Phase 8 Max2								x					1		Π	F
hase 1 Max2	x											\square		Ē	Π	
hase 2 Max2		x													H	
ise 3 Max2			x	-	H	H				H	H	F	H	H	H	H
Phase 4 Max2				x	H	H	H	H			H	H	Ħ	H	H	H

		_	1		-		-						-	-	_	-
Phase 5 Max2					X											
Phase 6 Max2				$C_{\rm const}$	100	x										
nse 7 Max2							x								-	
Phase 8 Max2								x								Ē
Phase 1 Max2	x										i 🗆					Ē
Phase 2 Max2		x									i 🗖					Ī
Phase 3 Max2			x								i F					Ē
Phase 4 Max2				x		-					i 🗖			П		Ē
Phase 5 Max2		i			x		1				i 🗖					Ē
hase 6 Max2		i	Π			x	-		1.1		i			F	F	Ē
hase 7 Max2			\square				x				i E			F		Ē
hase 8 Max2								x			i E			F		Ē
Phase 1 Max2	x				F			H			1			H		Ē
hase 2 Max2		x	П									H	H	H	H	Ē
hase 3 Max2			x					H	F			H		H	H	Ē
hase 4 Max2		H		x	H	H		H		-		H	H	H	H	F
hase 5 Max2	1.0		H		x	H	H	H				H	H	H	H	F
hase 6 Max2			Н		H	x	H	H			H		H	H	H	F
se 7 Max2			H	Н	H	Ê	x	H			H	H	H	H	H	F
hase 8 Max2		H		\vdash	H	H	-	x			H	H	H	H	H	F
hase 2 Max2		x		H	Н	H		Ħ	H			H	H	H	H	F
hase 3 Max2	H		x		H	H		H		-		H	H	H	H	F
hase 4 Max2	H	H	\neg	x	H	H	H	H	H	-	H	H	H	H	H	F
hase 5 Max2	H	H		<u>^</u>	x	H	H	H	H	-	H	H	H	H	H	F
hase 6 Max2		H			_	x	H	H	H		H	H	H	H	H	F
						_		H	H	H	H	H	H	H	H	F
hase 7 Max2		\mathbb{H}					X	H		H	H	H	H	H	H	L
hase 8 Max2		H			\square	H	\square	x			H	-	H	H	\square	F
hase 1 Max2	x			_	\square	H		H		H		H	H	H	H	F
hase 2 Max2	H	x				\square				H			H		H	F
hase 3 Max2	H		x	-		\square	_	H		H		H	H	H		L
hase 4 Max2				x		\square		H								F
hase 5 Max2					x	님						Ц				L
hase 6 Max2						X		닐								L
hase 7 Max2					2		x									
se 8 Max2								x	1.0		1					L
hase 1 Max2	x								- 1			100				

Page 8 of 16

Phase 2 Max2		x													Π	
Phase 3 Max2			x								1					
se 4 Max2				x			i			iF	iĒ	iF				
Phase 5 Max2					x		1			iΓ	i	1				
Phase 6 Max2						x				Ì	1			F		
Phase 7 Max2				1			x		-		1					
Phase 8 Max2							i	x			iΠ	ÌГ				
Phase 1 Max2	x															
Phase 2 Max2		x					1.1							Π		
Phase 3 Max2			х	1							ΪĒ					
Phase 4 Max2				х					1.0		i 🗖					
Phase 5 Max2					x	-										
Phase 6 Max2						x			1		iE	j 🗖				
Phase 7 Max2							x				iГ					
Phase 8 Max2					100			x		-						
Phase 1 Max2	x			1.5									1			
Phase 2 Max2	1	x				1.1		1								
Phase 3 Max2			x			1.1		-			-		1			
se 4 Max2				x												
Phase 5 Max2					x											
Phase 6 Max2						х			e de el							
Phase 7 Max2							x									
Phase 8 Max2								x								
Phase 1 Max2	x															
Phase 2 Max2		X														
Phase 3 Max2	-		x								-					
Phase 4 Max2				x					-	1.0						
Phase 5 Max2					х											
Phase 6 Max2						х										
Phase 7 Max2							x									
Phase 8 Max2								x								

Phase Omit	PF1	PF2	PF	3 PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									x				1			-
Phase 2 Phase Omit						1				x	1.1					
lase 3 Phase Omit			-								х					
Phase 4 Phase Omit												x				
Phase 5 Phase Omit								1000					x			-
Phase 6 Phase Omit										100	1			х		
Phase 7 Phase Omit															x	
Phase 8 Phase Omit																x
Phase 1 Phase Omit							1.1		x							
Phase 2 Phase Omit										x						
Phase 3 Phase Omit	1										x					
Phase 4 Phase Omit	1								1			x				1
Phase 5 Phase Omit													x			
Phase 6 Phase Omit											\Box		-	x		
Phase 7 Phase Omit															x	
Phase 8 Phase Omit		\square														х
Phase 1 Phase Omit			1						х							
hase 2 Phase Omit									1	x						
Phase 3 Phase Omit											x					111
.iase 4 Phase Omit												x				
Phase 5 Phase Omit													x	Π		
hase 6 Phase Omit														x	\square	100
Phase 7 Phase Omit															x	
Phase 8 Phase Omit				-			-									x
Phase 1 Phase Omit									x							
Phase 2 Phase Omit										x						
Phase 3 Phase Omit											x					
hase 4 Phase Omit			-									x				
hase 5 Phase Omit										1.7			x			
hase 6 Phase Omit														x		
hase 7 Phase Omit			1												x	
hase 8 Phase Omit																x
hase 1 Phase Omit									x							
hase 2 Phase Omit										x						
Phase 3 Phase Omit		F	14								x					
Phase 4 Phase Omit												x		H	H	
nase 5 Phase Omit	H								-				x			
hase 6 Phase Omit	H								-	-	F		-	x	H	H

Page 10 of 16

Page 9 of 16

Phase 7 Phase Omit											1	x	
Phase 8 Phase Omit													x
"hase 1 Phase Omit						x							
r nase 2 Phase Omit							x						-
Phase 3 Phase Omit								x					1.1
Phase 4 Phase Omit									x				
Phase 5 Phase Omit										x			
Phase 6 Phase Omit											x	Sec. 4.	
Phase 7 Phase Omit												x	
Phase 8 Phase Omit					()								x
Phase 1 Phase Omit				1		x							
Phase 2 Phase Omit							x						
Phase 3 Phase Omit								x					
Phase 4 Phase Omit									x				
Phase 5 Phase Omit										x			
Phase 6 Phase Omit											x		
Phase 7 Phase Omit												x	
Phase 8 Phase Omit				10									х
Phase 1 Phase Omit						X		1					
"hase 2 Phase Omit				11			x					1	
nase 3 Phase Omit								x					
Phase 4 Phase Omit						1.1			x				
Phase 5 Phase Omit		Ī								x			
Phase 6 Phase Omit					·						x		2
Phase 7 Phase Omit												x	-
Phase 8 Phase Omit													х
Phase 1 Phase Omit						x							
Phase 2 Phase Omit					\square		x						
Phase 3 Phase Omit								x		-			
Phase 4 Phase Omit		i T							x				
Phase 5 Phase Omit										x			
Phase 6 Phase Omit											x		
Phase 7 Phase Omit												x	
Phase 8 Phase Omit													х
Phase 1 Phase Omit		П				x						1.1	
Phase 2 Phase Omit		iH					x						
Thase 3 Phase Omit		īП				П		x					
Phase 4 Phase Omit						П			x				
Phase 5 Phase Omit		iH	H							x			

Phase 6 Phase Omit х Phase 7 Phase Omit х x "hase 8 Phase Omit x nase 1 Phase Omit х Phase 2 Phase Omit Phase 3 Phase Omit x х Phase 4 Phase Omit Phase 5 Phase Omit х Phase 6 Phase Omit х х Phase 7 Phase Omit x Phase 8 Phase Omit Phase 1 Phase Omit х Phase 2 Phase Omit x x Phase 3 Phase Omit Phase 4 Phase Omit х Phase 5 Phase Omit х Phase 6 Phase Omit х x Phase 7 Phase Omit х Phase 8 Phase Omit hase | Phase Omit x х nase 2 Phase Omit Phase 3 Phase Omit x х Phase 4 Phase Omit х Phase 5 Phase Omit х Phase 6 Phase Omit X Phase 7 Phase Omit Phase 8 Phase Omit х Ped Omit PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16 Veh Det Coord ReSvc PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 **PF11** PF12 PF13 PF14 PF15 PF16 Function Phase Recall PF15 PF16 PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 **PF11 PF12** PF13 **PF14** Phase Min Recall PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 **PF11** PF12 **PF13** PF14 PF15 PF16 eh Det Ped Recall PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 **PF10 PF11** PF12 **PF13** PF14 PF15 PF16

Page 12 of 16

Veh I	Det Bil	ke Red	call	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF	8 PI	79 F	PF10	PF		PF12	PF13	PF	14	PF15	PF16
'ehic	le Fur	nction						-							-	-			-	-		
Veh I	Det Sw	vitch C	<u>Dmit</u>	PFI	PF2	PF3	PF4	PF5	PF6	PF7	PF	8 PJ	9 P	PF10	PF		PF12	PF13	PF	14	PF15	PF16
Veh E	Det Sw	itch N	low	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF	8 PF	9 P] [F10	PF		PF12	PF13	PF	14 1	PF15	PF16
Veh D	et Sw	itch A	lso	PFI	PF2	PF3	PF4	PF5	PF6	PF7	PF	3 PF	9 P	F10	PFI		PF12 1	PF13	PF	4 H	PF15	PF16
<u>Overl</u>	ap Fur	<u>iction</u>		PFI	PF2	PF3	PF4	PF5	PF6	PF7	PF	8 PF	9 P	F10	PFI		PF12 1	PF13	PF		PF15	PF16
	ning I lt Dat		o Din	iming P	rogra	mmee	1															
	lt Dat	<u>day</u>	proj	efinatio	-	progr	am mi	nute	Lane	PhF	un											
-	al Pre	-	-	ata	-		-	-			-											
Preemp	t > Fla: t 1 > Pr	sh		Preempt Preempt					pt 4 > P pt 5 > P		• · · · · · · · · ·											
Preempt NLock	Link to Pmpt		empt Ext	Timers Dur	Max Call	Lock- Out	De Boun ce	Gate Ext	Min G W	Pe	Selec d ar Yel		Gm		ack — Yel	Red	Dwell Green	Ren Ped Clea		Red	Sel I Mo	
IN	0	0	0	o	0	0	0.0	0	0 0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	FA	ut
2 N	0	0	0	0	0	0	0.0	0	0 0	8	4.0	2.0	10	8	4.0	2.0	10			2.0	FA	ut
3 N	0	0	0	0	0	0	0.0	0	0 0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	FA	ut
4 N	0	0	0	0	0	0	0.0	0	0 0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	FA	ut
5 N	0	0	0	0	0	0	0.0	0	0 0		4.0	2,0	10		4.0	2.0	10		4.0	2.0	FA	0.7
6 N	0	0	0	0	0	0	0.0	0	0 0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	FA	ut

		1	-	reemp			Preemj			Preemp		1	Preemp			Preemp	
Phase	Exit Phase	Exit Calls	Phase	Exit	Exit Calls	Phase	Exit Phase	Exit Calls		Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit
	No	Yes		No	Yes		No	Yes	1	No	Yes					No	Calls Yes
1 2	No	Yes	1 2	No	Yes	1	No	Yes	2	No	Yes	1	No No	Yes Yes	1 2	No	Yes
2	No	Yes	3	No	Yes	23	No	Yes	3	No	Yes	23	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
в	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes
Prior	ity Tin	ners		1.11							1	197					
Prio	12.00	Del Ext	Free	Fran	Min No	Loc	k Lock	Max	Pre-		Excl-co	-		Transit (Overlap ·	_	-
		ay end			Loc	k out	out	Green	Pre- Green I	Recall	Phase	Si	gnal Typ	e	1	Blankou	t
1275				-	ou	t A	в	and he	1 - 1 - 1	-	Svc.	1					1
	riority Detector		rity D	etecto	or Chan	nels											
		Prio	rity F	ixed P	hases												
	In all the set																
Pr	iority																
Pr	lority																
Pr	lority																
Pr	lority	Leg				0	. 1										
Pr	lority	Leg	CO-PI			0 LSE	l TRU	E									
Pr	lority	Leg						E									
		Leg	CO-PI					E									
riority		Leg	CO-PI	IASE	FA			Б									
riority		Leg	CO-PI	IASE				Е									
riority	Bank : Partial	Leg	CO-PI QJ-PH	IASE	FA Level	LSE Full P	TRU				Recover	,					
riority riority Alt S	Bank : Partial	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov	Full Pretride	TRU			thod	Recover	,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip	Full Presented	TRU riority		Ret	thod turn	Recover	,					
riority riority Alt S Alt S	Bank : Partial	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful	Full Prioril	TRU riority		Ret	thod turn dWait							
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority riority Alt S Alt S	Bank : Partial eq Eq Enat	Priority	CO-PI QJ-PH	IASE	FA Level Freq. Ov Ped skip Force ful Frequence	Full Priverride	TRU riority		Ret	thod turn dWait							
riority riority Alt S Alt S	Bank : Partial eeq Enat Walk	Priority	CO-PH QJ-PH	AASE J	FA Level Freq. Ov Ped skip Force ful Frequence Freq. Lev	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority Alt S Alt S Min 1	Bank : Partial eeq Enat Walk	Priority	CO-PH QJ-PH	AASE J	FA Level Freq. Ov Ped skip Force ful Frequence Freq. Lev	Full Priverride	TRU riority		Ret	thod turn dWait		,					
riority Alt S Alt S Min 1	Bank : Partial eeq Enat Walk	Priority	CO-PH QJ-PH	AASE J	FA Level Freq. Ov Ped skip Force ful Frequence Freq. Lev	Full Priverride	TRU riority		Ret	thod turn dWait							
riority Alt S Alt S Min 1	Bank : Partial eeq Enat Walk	Priority	CO-PH QJ-PH	AASE J	FA Level Freq. Ov Ped skip Force ful Frequence Freq. Lev	Full Priverride	TRU riority		Ret	thod turn dWait		,			-		
riority Alt S Alt S Min 1	Bank : Partial eeq Enat Walk	Priority	CO-PH QJ-PH	AASE J	FA Level Freq. Ov Ped skip Force ful Frequence Freq. Lev	Full Priverride	TRU riority		Ret	thod turn dWait							

Page 13 of 16

Priority :	Priority :	Priority :
Priority Bank ; Queue Phase Detector Time Default data	Priority Bank : Queue Phase Detector Time Default data	Priority Bank : Queue Phase Detector Time Default data
Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time Default data	Priority Bank : Queue Phase Detector Time Default data	Priority Bank : Queue Phase Detector Time Default data
Priority : Bank Detector PE 1A 2A Default Data		riority : Sank Ictor PE 1A 2A 3A 4A 5A 6A E Default Data
Priority :	Pi	iority :
Bank Detector PE 1A 2A 3		Sank uctor PE 1A 2A 3A 4A 5A 6A E
Default Data		Default Data
Priority : Bank Petector PE 1A 2A 3/ Default Data	E CARLES CONTRACTOR	iority : :ank ctor PE 1A 2A 3A 4A 5A 6A B Default Data
reempt 1 Vehical Phases h. Track Dwell Cycle	Pedestrian Phases Ph Track Dwell (Overlaps Cycle Ovlp Track Dwell Cycle Trail Gm
lefault Data	Default Data	Default Data
Preempt 2 Vehical Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cy	Overlaps cle Ovip. Track Dwell Cycle Trail Gra
Default Data	Default Data	Default Data
Preempt 3 Vehical Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps 2Ovlp, Track Dwell Cycle Trail Grn
Default Data	Default Data	Default Data
Preempt 4 Vehical Phases Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps
Default Data	 Default Data	Default Data

Page	15	of	16	
1 ugo	10	01	10	

Preempt 5 Vehical Phases		Pedestria					Over			
Ph. Track Dwell Cycle	Ph.	frack	Dwell	Cycle		Ovlp.	Track	Dwell	Cycle	Trail Gm
:fault Data	Defa	ult Data				Defau	lt Data			
Preempt 6 Vehical Phases	-	Pedestria	n Dhanna					2.1		200
	le <u>Ph.</u>		Dwell	Cycle	_	Ovip.	Over Track	laps Dwell	Cycle	Trail Grn
Default Data	Defa	ult Data			- 1	Defau	lt Data			
System/Detectors Data						Dellau	te Data			
Local Critical Alarms				Darres	t to Back			1st Phone:		
Local Free: No Cycle Failure: No	Coord	Failure: No	Conflict I			e Flash:	1	and Phone:		
Local Fash: No Cycle Fault: No		Fault: No	Premption			Monit				
Special Status 1: No Special Status	2 No.	Special Stat	us 3: No	Special Stat	ne de No	S.	ecial Status	5. No	Sussial Ct	atus 6: No
Traffic Responsive		Speerin Dia		operat stat		Sp	celai Status	5.110	opecial 51	atus o. 140
System Detector Veh/						System				
Detector Channel Name Hr	Time(mi	ns) Correcti	on/10 Volu	ime %_Dete	ctors I	Detector	s Factor	Detec	tors Deter	ctors Facto
Default Data				Defa	ult Data			Defau	lt Data	
Sample Interval: 0	Que	ue: 1 Inp	ut Selection;	0=Averag	e (Jucue				
		Det	ector Failed	Level : 0		Level	Enter	Leave	Dial / Sp	olit / Offset
	Que	ae: 2 Inp	ut Selection:	0=Averag	e				11	
		Det	ector Failed	Level : 0	I	Defaul	t Data			
Vehical Detector		Vehical I					Special De			
Diagnostic Value 0			100 100	nostic Value					gnostic Valu	
Max No Err Detector Presence Activity Co	atic unt	Detector	Max Presence	No Activity	Erratic Count		Detector	Max Presence	No Activity	Erratic
		_				-		10000000		
Default Data - Diag 0 Values		Default	Data - No	Diag 1 V	alues		Default I	Data - No	Diag 0 \	alu
Pedestrian Detector		Pedestris	n Detector				Special De	tector		
Diagnostic Value 0		a cucoun		nostic Value	: 1		opecial De		gnostic Valu	e 1
Max No Err	2.44		Max	No	Erratic			Max	No	Erratic
Detector Presence Activity Co	unt	Detector	Presence	Activity	Count		Detector	Presence	Activity	Count
Default Data - No Diag 0 Valu		Default	Data - No	Diag 1 V	aluor		Default I	ata - Ne	Diag 1 V	Jalmas
Speed Trap Data		Deradit	Data - 140	Diag I +	aiues		Speed Trap		ed Trap	alues
Speed Trap:				Dial/Spl	it/Offset		ow Treshold		Treshold	
Measurement:				//						
Detector I Detector_2 Distance	e :			Defaul	t Data					
Default Data										
Volume Detector Data										
Report Interval 0										
Volume Controller										
Detector Detector										
Number Channel										

Page 16 of 16

Default Data

SEPAC ECOM All Data 9/13/2017 Intersection Name: Main & 4th Access Code: 9999 Channel: 1 Address: 0 Revision: 3.216 IP Address: 1

Phase Initialization Data

Initia			act U-I	vone 1-	-Inact 0	-raome	4-010	0-100	ic unite	ne 0-None	0-1401	5 0-I	010 01	10116	o rene v	, mone	o i tolle	5 14010	
PH	ASE I	DATA																	
Vohio	cal Basic	Timings					Mise Ti	mings	Walk	Walk			Pedes	trian 1	Timings	Alt			Actuated
	Min					All	Green 1	Yellow		Offset	Bike	Bike		Ped	Alt	Ped	Flash	Ext	Rest in
Phase		Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped Clr	Walk
1	14	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0) 5	п	0	0	No	0	No
2	6	3.0	15	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
3	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	14	3.0	40	40	3.0	1.9	0.0	0.0	0	0-Advance	0.0	0.0	6	14	0	0	No	0	No
5	0	0.0	0	U	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
6	10	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	16	11	0	0	No	0	No
7	U	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0,0	0.0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
-1	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
2	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0 0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
-						-	1.				l.r						I.	0007	
/ehicl	e Densit	ty Timing	Teach and the	-	1		Genera	Conu	01		M	SCC.18	ncous	Last		No Simu	Specia	1 Sequend	<u>ce</u>
	4 12 1	Maria	Time B4	Car B4	Time To	Min	Non-A	Ant	Veh	Ped Rea		lon	Dual	Car	Condit	Gap		Minu	s Omit
Ph.	Added	Max Initial	B4 Redu	Redu		Gap	Respo			Recall De			Entry	Pass	Service	Out	Omi		Call
	hinnai	Initial	Read	Kedu	Recu	Cup	Treepo	noe -				-		1 4420			1. 1985400		
1	0.0	0	0	0	0	0.0	NonAc	tll	Min	Ped	0 1	No	No	No	No	No	0	0	0
	0.0	0	0	0	0	0.0	NonAc	tll	Min	Nonc	0 1	No	No	No	No	No	0	0	0
		0	0	0	0	0.0	None	1 0	Vone	None	0 1	No	No	No	No	No	0	0	0
2	0.0	U					Manha	+11		Red	0 1	No	No	No	No	No	0	0	0
2 3 4	0.0 0.0	0	0	0	0	0.0	NonAc	411	Min	Ped							1000	120	0
2 3 4			0 0	0 0	0 0	0.0 0.0	NonAc		None			No	No	No	No	No	0	0	
2 3 4 5	0.0	0					10000000	1 6		None	0 1		No No	No No	No No	No No	0	0	0
2 3 4 5 6	0.0 0.0	0 0	0	0	0	0.0	None	e l all	None	None Ped	0 1	No					1.16		
2 3 4 5 5 5 7	0.0 0.0 0.0	0 0 0	0 0	0 0	0 0	0.0 0.0	None NonAc	e l alli e l	None Min	None Ped None	0 1 0 1	No No	No	No	No	No	0	0	0
2 3 4 5 6 7 8	0.0 0.0 0.0 0.0	0 0 0	0 0 0	0 0 0	0 0 0	0.0 0.0 0.0	None NonAc None	all all e l e l	ione Min Ione	None Ped None None	0 1 0 1 0 1	No No No	No No	No No	No No	No No	0	0 0	0 0
2 3 4 5 5 5 7 8 9	0.0 0.0 0.0 0.0 0.0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0.0 0.0 0.0 0.0	None NonAc None None	all all all all all all all all all all	Vone Min Vone Vone	None Ped None None	0 1 0 1 0 1 0 1	No No No	No No No	No No No	No No No	No No No	0 0 0	0 0 0	0 0 0
2 3 4 5 6 7 8 9 10	0.0 0.0 0.0 0.0 0.0 0.0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0.0 0.0 0.0 0.0 0.0	None NonAc None None None	t e ull t e t e t e t	None Min None None None	None Ped None None None	0 1 0 1 0 1 0 1	No No No No	No No No No	No No No	No Nn No No	No No No No	0 0 0 0	0 0 0 0	0 0 0 0
2 3 4 5 6 7 8 9 10	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0.0 0.0 0.0 0.0 0.0	None NonAc None None None	e l all e l e l e l e l e l	None Min None None None None	None Ped None None None None	0 1 0 1 0 1 0 1 0 1 0 1	No No No No	No No No No	No No No No	No No No No	No No No No	0 0 0 0 0	0 0 0 0 0	0 0 0 0
2 3	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0.0 0.0 0.0 0.0 0.0 0.0	None NonAc None None None None	9 1 911 - 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1	None Min None None None None None	None Ped None None None None None None		No No No No No	No No No No No	No No No No No	No Nn No No No	No No No No No	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0

16 0. Vehical	Detector Phas		nent	0.0	None Pedestria	None in Detector		0		Spec	ial Detect			
2	Assign Phase M	Sw de Ph	tch ise Exten	d Delay	Defa	Assign Phase	Mode	Switch Phase	Delay		Assig Phas	in c Mode	Switch Phase	Delay

Page 2 of 16

Section 4, Item C.

Genera Startup	l Cont Time:	rol 5 sec				Input	Ou	tput					e Flasi Flash 1		—		-		
rtup	State:	Flash			Ring	Respons	Sele	ction			Ph	ase	Entry	Exit	Def	ault D	ata		
d Re		4.0 sec			1	Ring 1	Rin	ng l				1		Yes					
Auto Pe		No			2	Ring 2	Ri	ng 2				4	Yes		-N	o Flas	n		
Stop T I		No			3	None		one				6		Yes					
Alt Sequences	Seq:	0 0-Standare	ł		4	None	N	one											
) Modes Input(H	: Entry) Mode	s: 0		DI	aput(Entr	y) Mo	des: 0											
ABC	Output	(O/STS) Mo	des: 0)	DC	Dutput(O/	STS)	Modes:	0										
Overl	aps	Г								-	Overlaps	-					-		
		1	A	В	С	D	Е	F	G	н	Ι	J	К	L	Μ	N	0	Р	10
		Phase(s)	28	1	C	5	2				-		0.5	-		-			
				6															
~ .	^			~							Overlap								_
Start	Green	[Overap:								1
			A	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	
		Phase(s)																	
		T hase(s)									•								
-							_					DL.	se(s)						
Ring							-							11	12	13	14	15	16
-	D '	Next			1	2 3	4	5	6	7	8	9	10			-	14		10.00
Phase	Ring 1	Phase	t		1	2 3	4	1	1	3	3	9	10	11	12	13	14	15	16
1	1	2	Concurrent	ScS	5 6	5 7	7	2	2	4	4								
2	1	3	Duc	2 L	6	6 8	8	5	6	7	8								
4	2	1	ŏ																
1.	2	7							_					D ()					
6		Sequences												Port 1 BIU	Dat	a Port	D		Message
niice.	ernate :													Addr		Status		asic Det	40
niice.		No Alternate	8. C																
niice.		Sequences												Audi		Status		LAGE	
niice.														Defau				LAGE	

	Channe	el.	Control			arc Pins						
	1		1 - Veh P			se i RYG						
	2		2 - Veh Pl			se 2 RYG						
	3		3 - Veh P			se 3 RYG						
	4		4 - Veh P			se 4 RYG						
8 3	5		5 - Veh P			se 5 RYG						
	6		6 - Vch P			se 6 RYG						
	7		7 - Veh P			se 7 RYG						
	8		8 - Veh P			se 8 RYG						
ĺ.	9		18 - Ped			ase 2 DP						
	10		20 - Ped			ase 4 DP						
	11		19 - Pcd			ase 6 DP						
1	12		24 - Fed			aso 8 DP						
l l	13		33 - Over	0.000		erlap A F						
	14		34 - Over			verlap B H						
1	15		35 - Over			verlap C H						
	16		36 - Over			rerlap D I						
	17		17 - Ped			se 1 DPV						
1	18		22 - Ped			ase 3 DP						
	19		21 - Ped			ase 5 DP						
	20		23 - Ped	1 nase 7	15 - Pha	ase 7 DP	- 4					
leral C	oordina a Mode:		issiva		Offset Mode: 1- Force Mode: 0=		n	Manual Dial: 1 Manual Split: 1		D	Dial/Split 1/1 2/1 3/1	Cycle 80 80 90
eral C Operation Coordinal Jaximun	oordina n Mode: tion Mo Mode:	tion Data				=Plan ne: 15	n			D	1/1 2/1	80 80
Jeral C Operation Coordinal Maximum Correctio	oordina n Mode: tion Mo n Mode: n Mode n Mode	tion Data 1=Auto de: 0=Permi 0=Inhibit	ay Plus		Force Mode: 0= Max Dwell Tim	=Plan ne: 15	n	Manual Split: 1		D	1/1 2/1 3/1	80 80 90
Jeral C Operation Coordinal Aaximum Correction plit Tin Dial 1 / S	oordina n Mode: tion Mo n Mode: n Mode n Mode	tion Data 1=Auto ode: 0=Permi 0=Inhibit 1: 3=Short Wa d Phase M	ay Plus	Splits	Force Mode: 0= Max Dwell Tim	=Plan ne: 15)	n Splits	Manual Split: 1	Ph.	D	1/1 2/1 3/1	80 80 90
Jeral C Operation Coordinal Aaximum Correction Oplit Tin Dial 1 / S	oordina a Mode: tion Mo Mode: n Mode nes an plit 1 its Ph	tion Data 1=Auto ode: 0=Permi 0=Inhibit 1: 3=Short Wa d Phase M	ay Plus Aodes	Splits 12	Force Mode: 0= Max Dwell Tim Yield Period: 0	=Plan ne: 15)		Manual Split: 1 Manual Offsel: 1	<u>Ph.</u> 6		1/1 2/1 3/1 4/1	80 80 90 90
Jeral C Operation Coordinat Aaximum Correction plit Tim Jal 1 / Sp Ph. Spl 1 42	oordina a Mode: tion Mo Mode: nes an plit 1 its Ph 2 1=(tion Data : 1=Auto ode: 0=Permi 0=Inhibit :: 3=Short W2 d Phase M 1. Mode	Yay Phis Iodes Ph.	12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall	=Plan ne: 15) Pb. 4	Splits 26	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall	6	Splits 34	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinat	80 80 90 90
eral C peration Coordinat Aaximum Correction plit Tin ial 1 / S Ph. Spl 1 42 ial 1 / S	oordina a Mode: tion Mo Mode: nes an plit 1 its Ph 2 1=(tion Data 1=Auto ode: 0=Permi 0=Inhibit 3=Short W: d Phase M b, Mode Coordinate	Yay Phis Iodes Ph.	12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall	=Plan ne: 15) Pb. 4	Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode	-	Splits 34 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinat	80 80 90 90
Deral Coordinate Coordinate Coordinate Correction Dist Timinal 1 / Sp Ph. Spl 1 42 Ph. Spl 1 5 Ph. Spl 1 2	oordina a Mode: tion Mo Mode: nes an plit 1 its Ph 2 1=0 plit 2 lits Ph 1 0=/	tion Data 1=Auto ode: 0=Permi 0=Inhibit 3=Short W: d Phase M b, Mode Coordinate	fay Plus fodes Ph. 2	12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall	=Plan ne: 15) Pb. 4	Splits 26	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall	6	Splits 34	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinat	80 80 90 90
Deral C Operation Coordinat Aaximum Correction Pilit Tim Dial 1 / S Ph. Spl 1 42 Dial 1 / S Ph. Spl 1 22 Dial 2 / S	oordina a Mode: tion Mo Mode: n Mode nes an plit 1 its Ph 2 1=(plit 2 its Ph 1 0=/ plit 1	tion Data : 1=Auto ode: 0=Permi 0=Inhibit :: 3=Short Wa d Phase M :. Mode Coordinate :. Mode	Yay Plus Iodes Ph. 2 Ph.	12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode	=Plan ne: 15) Pb. 4 Pb. 4	Splits 26 Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode	6 Ph.	Splits 34 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinat	80 80 90 90
Deral Coordinal Aaximum Coordinal Aaximum Correction Split Tim Dial 1 / Sp Ph. Spl 1 22 Dial 2 / Sp Ph. Spl 1 21 Dial 2 / Sp	oordina a Mode: tion Mo Mode: nes an plit 1 its Ph 2 1=0 plit 2 lits Ph 1 0=7 plit 1 lits Ph	tion Data 1 =Auto ide: 0=Permi 0=Inhibit 2 =Short W: d Phase M 1. Mode Coordinate a. Mode Actuated b. Mode	fay Plus fodes Ph. 2 Ph. 2 Ph. 2 Ph.	12 Splits 12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated	=Plan ne: 15) Pb. 4 Pb. 4	Splits 26 Splits 27	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0=Actuated	6 Ph. G	Splits 34 Splits 33	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordina Ph. Mode 0=Actuated	80 80 90 90
Deral Coordinated Coordinated Aaximum Correction Correc	oordina a Mode: tion Mo Mode: n Mode nes and plit 1 its Ph 2 1=0 plit 2 lits Ph 1 0=/ plit 1 lits Ph 2 1=0	tion Data 1 =Auto de: 0=Permi 0=Inhibit 2 =Short W: d Phase M Mode Coordinate h Mode Actuated	Yay Phis Todes Ph. 2 Ph. 2	12 Splits 12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode	=Plan ne: 15) Ph. 4 Pb. 4 Pb.	Splits 26 Splits 27 Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode	6 Ph. G Ph.	Splits 34 33 33 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal	80 80 90 90
Derail Coordinal Coordinal Aaximum Correction plit Tim ial 1 / Sp Ph. Spl 1 42 Ph. Spl 1 21 Dial 2 / Sp Ph. Spl	oordina a Mode: tion Mo Mode: n Mode nes an- plit 1 its Ph 2 1=0 plit 2 lits Ph 1 0=4 split 1 lits Ph 2 1=0 split 2	tion Data 1 =Auto ide: 0=Permi 0=Inhibit 2 =Short W: d Phase M 1. Mode Coordinate a. Mode Actuated b. Mode	fay Plus fodes Ph. 2 Ph. 2 Ph. 2 Ph.	12 Splits 12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode	=P[an ne: 15) Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode	6 Ph. G Ph.	Splits 34 33 33 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordina Ph. Mode 0=Actuated Ph. Mode	80 80 90 90
Derail Coordinat Coordinat Aaximum Correction plit Tin bial 1 / Sp bial 1 / Sp bial 1 / Sp bial 2 / Sp	oordina a Mode: ition Mo Mode: nes an plit 1 its Ph 2 1=(plit 2 lits Ph 1 0=/ plit 1 lits Ph 2 1=(plit 2 lits Ph 2 1=(plit 2 lits Ph	ttion Data 1=Auto de: 0=Permi 0=Inhibit 2=3=Short W. d Phase M A. Mode Coordinate A. Mode Coordinate	Yay Plus Todes Ph. 2 Ph. 2 Ph. 2 Ph. 2	12 Splits 12 Splits 12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode 3=Max Recall	=P[an ne: 15) Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode 3=Max Recall	6 Ph. 6 Ph. 6	Splits 34 33 33 Splits 34	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal	80 80 90 90 90 te
perator operation coordinate daximum correction plit Tin ial 1 / S Ph. Spl 1 42 ial 1 / S Ph. Spl 1 2 ial 2 / S Ph. Spl 1 4 ial 2 / S Ph. Spl 1 4 ial 2 / S Ph. Spl 1 4 ial 2 / S Ph. Spl	oordina a Mode: a Mode: a Mode mos and plit 1 its Ph 2 1=(plit 2 its Ph 1 0=/ plit 1 1 0=/ plit 1 1 (split 2 its Ph 2 1=(plit 2 its Ph 2 1=(plit 2 its Ph 3 1=(plit 2 its Ph 4 1=(plit 2 its Ph 5 1=(plit 2 its Ph 6 1=(plit 2 its Ph 7 1=	ttion Data 1=Auto de: 0=Permi 0=Inhibit 2=3=Short W. d Phase M A Mode Coordinate h. Mode Coordinate h. Mode	ray Plus Todes Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph.	12 Splits 12 Splits 12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall	=Plan ne: 15) Pb. 4 Pb. 4 Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26 Splits 25	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Kecall	6 Ph. 6 Ph. 6 Ph. 6	Splits 34 Splits 33 Splits 34 Splits 60	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordina Ph. Mode 1=Coordina	80 80 90 90 90 te
leral C operation correction Correction plit Tin Split 1/ S Ph. Split 1 4/2 Split 2/ S Ph. Split 1 2/2 Ph. Split 1 4/2 Split 2/ S Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 3/2 Split 3/2 Spli	oordina a Mode: a Mode: a Mode mos and plit 1 its Ph 2 1=(plit 2 its Ph 1 0=/ plit 1 1 0=/ plit 1 1 (split 2 its Ph 2 1=(plit 2 its Ph 2 1=(plit 2 its Ph 3 1=(plit 2 its Ph 4 1=(plit 2 its Ph 5 1=(plit 2 its Ph 6 1=(plit 2 its Ph 7 1=	tion Data 1=Auto de: 0=Permi 0=Inhibit 2: 3=Short W. d Phase M. A Mode Coordinate A Mode Coordinate 1. Mode Coordinate	ray Plus Todes Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph.	12 Splits 12 Splits 12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode 3=Max Recall Ph. Mode	=Plan ne: 15) Pb. 4 Pb. 4 Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26 Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0-Actuated Ph. Mode 3=Max Recall Ph. Mode	6 Pb. G Ph. 6 Ph.	Splits 34 Splits 33 Splits 34 Splits 60 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal Ph. Mode	80 80 90 90 90 te
leral C operation correction Correction plit Tin Split 1/ S Ph. Split 1 4/2 Split 2/ S Ph. Split 1 2/2 Ph. Split 1 4/2 Split 2/ S Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 2/5 Ph. Split 1 4/2 Split 3/2 Split 3/2 Spli	oordina n Mode: Mode: n Mode nes an ophi 1 its Ph 2 1=(ippli 2 its Ph 1 0=/ ippli 1 lits Ph 2 1=(ippli 2 lits Ph 8 1=(ippli 1 lits Ph	tion Data 1=Auto de: 0=Permi 0=Inhibit 2: 3=Short W. d Phase M. A Mode Coordinate A Mode Coordinate 1. Mode Coordinate	Tay Plus Todes Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph. 2	12 Splits 12 Splits 12 Splits 12 Splits 12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall	=Plan ne: 15) Pb. 4 Pb. 4 Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26 Splits 25	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Kecall	6 Ph. 6 Ph. 6 Ph. 6	Splits 34 Splits 33 Splits 34 Splits 60	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordina Ph. Mode 1=Coordina	80 80 90 90 90 te
eral C perator coordinal laximun correctio plit Tirr lat 1 / S, h. Spl l 42, sph l 22, sph l 24, sph l 2	oordina n Mode: tion Mo Mode: n	tion Data 1=Auto de: 0=Permi 0=Inhibit 2=Short W d Phase M 1. Mode Coordinate 1. Mode Coordinate 1. Mode Coordinate 1. Mode Coordinate	Yay Phis Todes Ph. 2	12 Splits 12 Splits 12 Splits 12 Splits 12 Splits 12	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall	=Plan ne: 15) Ph. 4 Ph. 4 Ph. 4 Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26 Splits 25 Splits 25 Splits 25	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0=Actuated Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall	6 Ph. 6 Ph. 6 Ph. 6 Ph. 6	Splits 34 Splits 33 Splits 34 Splits 60 Splits 34	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal Ph. Mode 1=Courdina Ph. Mode 1=Coordina	80 80 90 90 90 te
eral C operation coordinat Maximun coordinat faximun faximun <	oordina n Mode: tion Mo Mode: n	tion Data 1=Auto de: 0=Permi 0=Inhibit 2=Short W. d Phase M. A Mode Coordinate A Mode Coordinate A Mode Coordinate A Mode	Tay Plus Todes Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph. 2 Ph.	12 Splits 12 Splits 12 Splits 12 Splits 12 Splits	Force Mode: 0= Max Dwell Tim Yield Period: 0 Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall Ph. Mode 3=Max Recall	=Plan ne: 15) Ph. 4 Ph. 4 Ph. 4 Ph. 4 Ph. 4 Ph. 4	Splits 26 Splits 27 Splits 26 Splits 25 Splits	Manual Split: 1 Manual Offset: 1 Ph. Mode 3=Max Recall Ph. Mode 0=Actuated Ph. Mode 3=Max Recall Ph. Mode 3=Max Kecall Ph. Mode	6 Ph. 6 Ph. 6 Ph. 6 Ph.	Splits 34 Splits 33 Splits 34 Splits 60 Splits	1/1 2/1 3/1 4/1 Ph. Mode 1=Coordinal Ph. Mode 1=Coordinal Ph. Mode 1=Courdina Ph. Mode 1=Coordina	80 80 90 90 90 te te

Page 4 of 16

.

Signal Driver Ouput

Plan: 1/	Plan D	Officet 7	ime: 43	۵۱	ernat Se	mence	· 0		Rg 2 Lap	Time	0 R	a 3 Las	g Time:	0	Rod	4 Lag 1	Sinner (0
	1/1	0.2522.2522.55)=Norma		ecial Fur					Streaments in	lode: 0=			276	0			
	1/2	Offset 7	ime: 43	Al	ernat Se	quence	: 0		Rg 2 Lap	Time:	0 R	g 3 Lap	Time:	0	Rg 4	4 Lag 1	fime:	0
	1/2	Mode: ()=Norma		ecial Fur					S	lode: 0=							
Plan: 1/2	2/1	Offset 7	ime: 32	Al	emat Se	quence	: 0		Rg 2 Lag	Time:	0 R	g 3 Lag	g Time:	0	Rg 4	4 Lag 1	lime:	0
		Mode: ()=Norma	l Sp	ecial Fur	iction:	0		Corre	ction M	lode: 0=	No						
Plan: 2/1	1/1	Offset 7			ernat Se	e.,			Rg 2 Lag	Sec. and		5	Time:	0	Rg	4 Lag 1	lime:	0
		Mode: ()-Norma	I Sp	ecial Fun	iction:	0	-	Corre	ction M	odc: 0=	No						
Plan: 2/3	2/1	Offset 7			ernat Se				Rg 2 Lag				Time:	0	Rg 4	4 Lag 'I	ime:	0
)-Norma		ecial Fun		-				ode: 0=	1000						
Plan: 3/1	1/1	Offset I			ernat Se				Rg 2 Lag			Contrasta (Time:	0	Rg 4	4 Lag 1	lime: (0
)=Norma		ecial Fun						odc: 0=			-				
Plan: 4/1	1/1	Offset T			ernat Se				Rg 2 Lag	1		2	Time:	0	Rg 4	1 Lag 7	ime: (0
		Mode: ()-Norma	i Sp	ecial Fun	iction:	v	_	Corre	ction M	ode: 0=	110					-	
Start of	Daylight	Saving	Month Month			Cycle :	Zero R	eference	Hours: 2	4 Min	n: 0		Ource Day 1 2	7			56 00	7 0 0
Start of End of	Daylight	Saving		5.75 507.7559		Cycle :	Zəro R	eference			E 0		Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic	Daylight Daylight Data	Saving		: 11 Week		Cycle :	Zəro R	eference					Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic	Daylight	Saving	Month	: 11 Week		Cycle:	Zero R						Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic <u>Event</u>	Daylight Daylight Data Day	Saving Saving <u>Time</u>	Month	: 11 Week <u>flash</u>			2ero R						Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic <u>Event</u> 1	Daylight Daylight Data Data 1	Saving Saving <u>Time</u> 0:1	Month <u>D/S/0</u> 5/5/0	: 11 Week <u>flash</u>			2ero R						Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic <u>Event</u> 1 2	Daylight Daylight Data Day 1	Saving Saving <u>Time</u> 0:1 6:0	Month <u>D/S/0</u> 5/5/0 2/1/1	: 11 Week <u>flash</u>		2 2	Zero R						Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic Event 1 2 3	f Deylight Daylight : Data <u>Day</u> 1 1 1	Time 0:1 6:0 12:0	Month D/S/0 5/5/0 2/1/1 1/1/1	: 11 Week <u>flash</u>		2							Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic Event 1 2 3 4	f Deylight Daylight P Data Day 1 1 1 1	<u>Time</u> 0:1 6:0 12:0 18:0	Month D/S/O 5/5/0 2/1/1 1/1/1 2/1/1	: 11 Week <u>flash</u> Flash On		2 2 0 0	2ero R						Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic <u>Event</u> 1 2 3 4 5	Deylight Daylight Day Day 1 1 1 1 1 2 2 2	Time 0:1 6:0 12:0 18:0 23:0	Month D/S/0 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0	: 11 Week <u>flash</u> Flash On Flash On		2							Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic Event 2 3 4 5 6	Daylight Daylight Data Day 1 1 1 1 2 2 2 2	Time 0:1 6:0 12:0 18:0 23:0 0:1	Month <u>D/S/0</u> 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0 5/5/0	: 11 Week <u>flash</u> Flash On Flash On									Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic <u>Event</u> 1 2 3 4 5 6 7	Deylight Daylight Day Day 1 1 1 1 1 2 2 2	Time 0:1 6:0 12:0 18:0 23:0 0:1 6:0	Month <u>D/S/0</u> 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0 2/1/1	: 11 Week <u>flash</u> Flash On Flash On									Day 1	7	2 3 0 0	4 :	56 00	0
End of Traffic Event 1 2 3 4 5 6 7 8	Daylight Daylight Data Day 1 1 1 1 2 2 2 2	Time 0:1 6:0 12:0 18:0 23:0 0:1 6:0 10:1	Month D/S/O 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0 2/1/1 1/1/1	: 11 Week <u>flash</u> Flash On Flash On									Day 1	7	2 3 0 0	4 :	56 00	0
Start of End of Traffic 1 2 3 4 5 6 7 8 9 10	Daylight Daylight Data Day 1 1 1 1 1 2 2 2 2 2 2 2	Time 0:1 6:0 12:0 18:0 23:0 0:1 6:0 10:0 18:0	Month <u>D/S/0</u> 5/5/0 2/1/1 1/1/1 2/1/1 5/5/0 2/1/1 1/1/1 2/1/1	: 11 Week <u>flash</u> Flash On Flash On Flash On									Day 1	7	2 3 0 0	4 :	56 00	0

Special Functions <u>SF1 SF2 SF3 SF4 SF5 SF6 SF7 SF8 SF9 SF10 SF11 SF12 SF13 SF14 SF15</u> SF16 Function Special Function 1 x pial Function 2 Х Special Function 3 х Special Function 4 Х x Special Function 5 Special Function 6 х x Special Function 7 Special Function 8 х

Ő

Page 5 of 16

Section 4, Item C	Section	4,	Item	C.
-------------------	---------	----	------	----

Phase Function																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	x		Н	Ц	Ц		H	H	Н	H	H	H	H	H	H	H
e 2 Max2	H	x		H	H	H	\vdash	Н	H		H	\square	H	H	H	H
Phase 3 Max2		Н	X		Ц	H	Н	Н	H	H	H	H	H	H	H	-
Phase 4 Max2	\square	님	Ц	x	\square	Н	Ц	Н	H	H	H	\square	\square	H	H	
Phase 5 Max2		Ц	Щ	Ц	x		Ц	\square	Н	H	H	Ц	H	H	H	
Phase 6 Max2				Ц	Ц	x		Ц	H	H	\square	Ц	H	H	H	
Phase 7 Max2						Ц	X	Ц			\square	\square	Ц	Ц	\square	
Phase 8 Max2							Ц	x		Ц	Ц		Ц	Ц		
Phase I Max2	x									Ц			Ц			Ц
Phase 2 Max2		x					Ц			Ц		\square				
Phase 3 Max2			x													
Phase 4 Max2				x												
Phase 5 Max2					X											
Phase 6 Max2						х										
Phase 7 Max2							x									
Phase 8 Max2								X								
Phase 2 Max2		x														
e 3 Max2			x													
Phase 4 Max2				x												
Phase 5 Max2					х											
Phase 6 Max2						X			j.							
Phase 7 Max2							x									
Phase 8 Max2								x								
Phase 1 Max2	x	\square			\square											
Phase 2 Max2		x														
Phase 3 Max2			x													
Phase 4 Max2		\square		x	\square											
Phase 5 Max2		\square			x											
Phase 6 Max2		F			一	x	\square	\square	\square							
Phase 7 Max2		F	\square		Π	\square	x	\square	\square	Π		\square			Π	
Phase 8 Max2		H	Π		H	\square		x	\square							
Phase 1 Max2	x	F			F	\square	F	F	Π	Ē			\square			
Phase 2 Max2	T	x	П		H	П	F	F	F	F	\square		F			
se 3 Max2	F	H	x		H	F	H	F	F	F	П	F	F	F	F	FI
Phase 4 Max2	F	H		x	H	H	H	H	日	H	H	H	H	H	H	H

	_	_	_	_	_			_	_				_	_	_	_
Phase 5 Max2					х											
Phase 6 Max2						Х										
se 7 Max2							x									
Phase 8 Max2								X								
Phase 1 Max2	x															
Phase 2 Max2		x														
Phase 3 Max2			X													
Phase 4 Max2		Π		x												
Phase 5 Max2					X] 🗌						
Phase 6 Max2		\square				x										
Phase 7 Max2							x]						
Phase 8 Max2	\Box							X			\Box					
Phase I Max2	x															
Phase 2 Max2		x														
Phase 3 Max2			x													
Phase 4 Max2				x												
Phase 5 Max2		\square			X											
Phase 6 Max2		\square			\square	x										
se 7 Max2		\Box					x					\Box				
Phase 8 Max2		Π						X								
Phase 2 Max2		x			\Box											
Phase 3 Max2			x													
Phase 4 Max2		\square		X		-										
Phase 5 Max2		Π			x											
Phase 6 Max2		Π			\square	X										
Phase 7 Max2						-	x				-					
Phase 8 Max2		\square			Π			x								
Phase 1 Max2	x	Π			\square	-		\square								
Phase 2 Max2		x			\square			\Box								
Phase 3 Max2		П	x		\square											
Phase 4 Max2		F		x	Π											
Phase 5 Max2		П			x											
Phase 6 Max2		F			\square	x		\square								\Box
Phase 7 Max2		F			F		x	П							Π	\Box
se 8 Max2		H	Π		F			x			П				Π	F
Phase 1 Max2	x	F			F			Π	F		П			F	Π	FI

Page 8 of 16

Page 7 of 16

Phase 2 Max2		X											
Phase 3 Max2			х										
se 4 Max2				x									
Phase 5 Max2					X								
Phase 6 Max2						x							
Phase 7 Max2							x						
Phase 8 Max2								x					
Phase 1 Max2	х												
Phase 2 Max2		X								-			
Phase 3 Max2			x										
Phase 4 Max2				Х									
Phase 5 Max2					X								
Phase 6 Max2						x							
Phase 7 Max2							x						
Phase 8 Max2								x					
Phase I Max2	x												
Phase 2 Max2		X											
Phase 3 Max2			x										
se 4 Max2				x									
Phase 5 Max2					X								
Phase 6 Max2						x							
Phase 7 Max2							x						
Phase 8 Max2								X					
Phase 1 Max2	х												
Phase 2 Max2		X											
Phase 3 Max2			x										
Phase 4 Max2				x									
Phase 5 Max2					x								
Phase 6 Max2						Х							
Phase 7 Max2							x						
Phase 8 Max2								x					

Phase Omit	PF1	PF2	PF3	PF4	PF5	PFG	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF1
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										x						
ase 3 Phase Omit											x					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													x			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															x	1
Phase 8 Phase Omit																x
Phase 1 Phase Omit									х							
Phase 2 Phase Omit										x						
Phase 3 Phase Omit											x					
Phase 4 Phase Omit												x				
Phase 5 Phase Omit													x			
Phase 6 Phase Omit														x		
Phase 7 Phase Omit										\square					x	
Phase 8 Phase Omit								\square		\square						x
Phase 1 Phase Omit				i					x	П			\square			
Phase 2 Phase Omit										x		\square				
Phase 3 Phase Omit											x					
ase 4 Phase Omit								F		H		x		H	T	
Phase 5 Phase Omit			-î					F		FT.	Π		x	F	Ħ	
Phase 6 Phase Omit													\square	x		
Phase 7 Phase Omit								4		H			\square	Π	x	
Phase 8 Phase Omit										H				Π	Π	X
Phase 1 Phase Omit								F	x	H	H	H	H	Ħ	Ħ	
Phase 2 Phase Omit		ΗÌ	-i							x		Π		Π	F	
Phase 3 Phase Omit							-			Ħ.	x	E.	E.	H	H	
Phase 4 Phase Omit			ا							H	\square	x		П	Π	
Phase 5 Phase Omit			٦Ì							Ħ		H	x	F	H	
Phase 6 Phase Omit			ار							H.				x	H	
Phase 7 Phase Omit			╡							H	H	H	H	H	x	
Phase 8 Phase Omit			-th	-						H	H	H	H	H	H	x
Phase 1 Phase Omit	H		╡						x	H	H	H	Ħ	H	H	F
Phase 2 Phase Omit	\mid							H		x	\square	H	H	H	H	
Phase 3 Phase Omit	H	H	Ť					H		H	x	H	H	H	Ħ	
Phase 4 Phase Omit	\dashv		٦ŀ	=			-	H	-	H		x	H	H	Ħ	
ase 5 Phase Omit	H		╡	=+						H	H	H	x	H	H	
Phase 6 Phase Omit				—{}	-		_					H	H	x	H	-

Page 10 of 16

Page 9 of 16

Phase 7 Phase Omit Image: Definition of the second secon	x x
	X
nase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase 7 Phase Omit	x
Phase 8 Phase Omit	x
Phase 1 Phase Omit	
Phase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase 0 mit	
Phase 7 Phase Omit	x
Phase 8 Phase Omit	x
Phase 1 Phase Omit	
Muse 2 Phase Omit	
nase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase 7 Phase Omit	x
Phase 8 Phase Omit	x
Phase 1 Phase Omit	
Phase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase 7 Phase Omit	x
Phase 8 Phase Omit	x
Phase 1 Phase Omit	
Phase 2 Phase Omit	
^m hase 3 Phase Omit	
µ-hase 4 Phase Omit	
Phase 5 Phase Omit	

Phase 6 Phase Omit	$\Box \Box \Box$
Phase 7 Phase Omit	
nhase 8 Phase Omit	
. nase 1 Phase Omit	
Phase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase 7 Phase Omit	
Phase 8 Phase Omit	
Phase 1 Phase Omit	
Phase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase / Phase Omit	
Phase 8 Phase Omit	
hase 1 Phase Omit	
nase 2 Phase Omit	
Phase 3 Phase Omit	
Phase 4 Phase Omit	
Phase 5 Phase Omit	
Phase 6 Phase Omit	
Phase 7 Phase Omit	
Phase 8 Phase Omit	
Ped Omit	PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
Veh Det Coord ReSve	PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
Function Phase Recall	
T anonon i nase rocali	PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
Phase Min Recall	PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16
eh Det Ped Recall	PH1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16

Page 12 of 16

Page 11 of 16

Veh Det Bike Recall PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16	Preempt 1 Exit Exit Phase Phase Calls Phas	Preempt 2 Preemp Exit Exit Exit e Phase Calls Phase Phase
Vehicle Function Veh Dct Switch Omit PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF10 PF11 PF12 PF13 PF15 PF16	Priority Timers	No LockLock
Veh Det Switch Now PF1 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF12 PF14 PF15 PF16	Prio Non- Del Ext Fr rity Locking ay end Di	ee Free Min Lock out out
Veh Det Switch Also PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16	Priority Priority	Detector Channels
	Detector	
Overlap Function PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12 PF13 PF14 PF15 PF16 PF1 PF12 PF13 PF14 PF15 PF16		
	Priority Priority	Fixed Phases
Dimming Data	Thomas	
Default Data - No Dimming Programmed		
Lanc Defination Green. Yellow Red Green Yellow		
Lanes Name Inbound Inbound Inbound Outbound Outbound	Legend: CO	0 1 -PHASE FALSE TRU
		PHASE FALSE ING
Default Data - Lane Defination	QJ-	
Default Data - Lane Defination	QJ- Tiority Tiority Bank : Partial Priority	PHASE Level Full Priority
	QJ- Ciority iority Bank :	PHASE
program day program hour program minute LanePhFun	QJ- Criority iority Bank : Partial Priority Alt Soq	PHASE Level Full Priority Freq. Override Ped skip Force full Priority
program day program hour program minute LanePhFun Preemption Data	QJ- iority Bank : Partial Priority Alt Soq Alt Seq Enabled	PHASE Level Full Priority Freq. Override Pod skip
program day program hour program minute LanePhFun	QJ- iority Bank : Partial Priority Alt Soq Alt Seq Enabled	PHASE Level Full Priority Freq. Override Pod skip Force full Priority Frequency
Preemption Data Preemption Data Preemption Preempt 3 Preempt 5	QJ- iority Bank : Partial Priority Alt Soq Alt Seq Enabled	PHASE Level Full Priority Freq. Override Pod skip Force full Priority Frequency
program day program hour program minute LanePhFun recemption Data General Preemption Data	QJ- iority Bank : Partial Priority Alt Soq Alt Seq Enabled	PHASE Level Full Priority Freq. Override Pod skip Force full Priority Frequency
program day program hour program minute LanePhFun recemption Data General Preemption Data Preempt > Flash Preempt 3 > Preempt 4 > Preempt 5 > Preempt 2 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 6	QJ- iority Bank : Partial Priority Alt Soq Alt Seq Enabled	PHASE Level Full Priority Freq. Override Pod skip Force full Priority Frequency
program day program hour program minute LanePhFun Preemption Data General Preemption Data Preempt > Flash Preempt 3 Preempt 4 > Preempt 5 Preempt 1 > Preempt 2 Preempt 4 Preempt 5 > Preempt 6	QJ- Criority Iority Bank : Partial Priority Alt Seq Alt Seq Enabled Min Walk	PHASE Level Full Priority Freq. Override Pod skip Force full Priority Frequency
program day program hour program minute LanePhFun recemption Data General Preemption Data Preempt > Flash Preempt 3 > Preempt 4 > Preempt 5 > Preempt 2 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 6	QJ- Criority Iority Bank : Partial Priority Alt Seq Alt Seq Enabled Min Walk	PHASE Level Freq. Override Pod skip Force full Priority Frequency Freq. Level
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	QJ- Criority Iority Bank : Partial Priority Alt Seq Alt Seq Enabled Min Walk	PHASE Level Freq. Override Pod skip Force full Priority Frequency Freq. Level
$\frac{program \ day}{program \ bour} \ program \ minute \ LanePhFun$ Preemption Data General Preemption Data Preempt 2 Preempt 2 Preempt 3 Preempt 4 > Preempt 4 > Preempt 5 Preempt 1 > Preempt 2 Preempt 3 > Preempt 4 Preempt 5 Preempt 5 Preempt 1 > Preempt 2 Preempt 3 > Preempt 4 Preempt 5 Preempt 6 Link Preempt 1 > Preempt 2 Preempt 4 Preempt 5 Preempt 6 Link Preempt Timers De Max Lock- Boun Gate Min Ped Ped Red Gm Ped Yel Red Green Clear Yel Red Mode 1 N 0 0 0 0 0 0 0 0 0 0 0 0 0 8 4.0 2.0 10 8 4.0 2.0 10 8 4.0 2.0 FAut 1 N 0 0 0 0 0 0 0 0 0 0 0 0 8 4.0 2.0 10 8 4.0 2.0 10 8 4.0 2.0 FAut 3 N 0 0 0 0 0 0 0 0 0 0 0 0 8 4.0 2.0 10 8 4.0 2.0 10 8 4.0 2.0 FAut	QJ- Criority Iority Bank : Partial Priority Alt Seq Alt Seq Enabled Min Walk	PHASE Level Freq. Override Pod skip Force full Priority Frequency Freq. Level
$\frac{program \ day}{program \ bour} \ program \ minute \ LanePhEun$ recemption Data General Preemption Data General Preempt Data Proempt 2 > Preempt 3 > Preempt 4 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 6 > Preempt 1 > Preempt 1 > Preempt 1 > Preempt 1 > Preempt 2 = Preempt 1 > Pr	QJ- Criority Bank : Partial Priority Alt Soq Alt Soq Enabled Min Walk Codes:	PHASE Level Full Priority Freq. Override Ped skip Force full Priority Frequency Freq. Level 0 X Freq. Level 0 X Freq. Level Priority : Priority Eank :
$\frac{program \ day}{program \ bour} \ program \ minute \ LanePhEun$ recemption Data General Preemption Data General Preempt Data Proempt 2 > Preempt 3 > Preempt 4 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 5 > Preempt 3 > Preempt 5 > Preempt 6 > Preempt 1 > Preempt 1 > Preempt 1 > Preempt 1 > Preempt 2 = Preempt 1 > Pr	QJ- Criority Bank : Partial Priority Alt Sog Alt Sog Enabled Min Walk Codee:	PHASE Level Full Priority Freq. Override Ped skip Force full Priority Frequency Freq. Level 0 X Freq. Level 0 X Freq. Level Priority : Priority Eank :

1	Preemp	t 1	1	Preemp	t 2	1	Preempt	13	1	Preemp	t 4		Preemp	:5		Preemp	16
Phase	Exit Phase	Exit Calls															
1																	

Prio	Non	Tial	Evt	Free	Free Min	No	Lock	Lock Max	Pre-		Excl-co	Transit (Overlap
rity	Locking	av	end	Dial	Free Min SplitGreen	Lock	out	out Green	Green	Recall	Phase	Signal Type	Blankout
	E					out	A	в			Svc.		

nnels

Recovery Method Return PedWait

PedOverride

Codes: 0 FALSE	X TRUE	
Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority : Bank betector PE 1A 2A Default Data	3A 4A 5A 6A	Priority: Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data		
		Default Data
Priority : Bank betector PE 1A 2A 3 Default Data	3A 4A 5A 6A 1	Priority: Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3 Default Data	A 4A 5A 6A	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
eempt 1 Vehical Phases h. Track Dwell Cycle Default Data	Pedestrian Pi Ph Track Dwell Default Data	Cycle Ovlp Track Dwell Cycle Trail Gru
Preempt 2 Vehical Phases	Pedestrian Phases e Ph. Track Dwell	Default Data Overlaps Cycle Ovlp. Track Dwell Cycle Trail Grn
Default Data	Default Data	Default Data
Preempt 3 Vehical Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell	Overtaps Cycle Ovlp, Track Dwell Cycle Trail.Gm
Default Data	Default Data	Default Data
Preempt 4 Vehical Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell	Overlaps Cycle Ovlp. Track Dwell Cycle Trail Grn
Default Data	Default Data	Default Data
Preempt 5 Vehical Phases Ph. Track Dwell Cyclc	Pedestrian Phases Ph. Track Dwell	Overlaps Cycle Ovlp. Track Dwell Cycle Trail Gm

set. Westersteine	ical Phases			Pedestrian	Phases				Over	laps		
h. Track	Dwell	Су	cle Ph. I	rack	Dwell	Cycle		Ovlp.	Track	Dwell	Cycle	Trail Grn
efault Data			Defa	ult Data				Defaul	t Data			
System/De	etectors I)ata										
Local Critica	d Alams					Reve	rt to Ba	ckup: 15		st Phone:		
local Free: No	Cycle Fa	ilure: No	Coord	Failure: No	Conflict F	lash: No	Remo	ote Flash:	No 3	and Phone:		
local Fash: No	Cycle Fa	ult: No	Coord	Fault: No	Premption	: No	Volta	ge Monite	or: No			
Special Status 1:	: No SD	cial Statu	is 2. No	Special Statu	s 3: No	Special Stat	us 4: N	o Sp	ecial Status	5: No	Special Sta	atus 6: NO
Traffic Resp System Dete Detector Cha	onsive ector	Veh	/ Average		ncy M	1111	eue 1 ectors	System Detector	-	Queu		
						Dofe	ult Dat			Default	Data	
Default Data Sample Interva	e -	0	Que	te: 1 June	t Selection:			a Oueue	_			
ballpio morra	.,		2	mpa	ctor Failed					Leave	Dial / Sp	olit / Offset
			Que		t Selection:		(C				11	
			_		ctor Failed	and the same of		Defaul	t Data			
Vehical Detect	tor			Vehical D	etector				Special D	tector		
Yenical Detec	Diagnosti	e Value 0		venicut D		nostic Valu	e 1				nostic Valu	ie 0
1	Max	No E	ratic		Max	No	Erratio	c		Max	No	Erratic
Detector Pr	esence Ac	tivity C	ount	Detector	Presence	Activity	Count	<u>د</u>	Detector	Presence	Activity	Count
Default Dat		Values			Data - No n Detector) Diag 1 \	/alucs		Default Special D	Data - No etector	Diag 0 V	Valu
Default Dat Pedestrian De					n Detector	Diag 1 V				etector	Diag 0 nostic Valu	
) Pedestrian De	etector Diagnosti Max	c Value 0	rratic	Pedestria	n Detector			c	Special D	etector		ie 1 Erratic
Pedestrian De	etector Diagnosti Max esence Ac	c Value 0 No E tivity C	ount	Pedestria	n Detector Diag Max	gnostic Valu No Activity	ie 1 Errati Coun	c 1	Special De	tector Diag Max	nostic Valı No Activity	ie 1 Erratic Count
Pedestrian De	etector Diagnosti Max esence Ac ta - No Dia Data	c Value 0 No E tivity C	ount	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp	e l Erratio Coun Values	c 1	Special De	etector Diag Max Presence Data - No Spe	nostic Valı No Activity	ie 1 Erratic Count
Pedestrian De Detector Pr Default Dat Speed Trap: Speed Trap:	etector Diagnosti Max esence Ac ta - No Dis Data : Mcasu	c Value 0 No Er t <u>ivity C</u> ng 0 Val	ues	Pedestria	n Detector Diag Max Presence	gnostic Valu No Activity Diag 1 V	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count
Pedestrian De Detector Pr Default Dat Speed Trap	etector Diagnosti Max esence Ac ta - No Dia Data :	c Value 0 No Er t <u>ivity C</u> ng 0 Val	ues	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp //	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count
Pedestrian De Detector Pr Default Dat Speed Trap: Speed Trap:	tector Diagnosti Max cecence Ac ta - No Dia Data Mcasu Detector_2	c Value 0 No Er t <u>ivity C</u> ng 0 Val	ues	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp //	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count
Pedestrian De Detector Pr Default Data Speed Trap: Detector 1	etector Diagnosti Max essence Ac ta - No Dia Data : Mcasu Detector_2 ta	c Value 0 No E t <u>tivity C</u> ag 0 Val arcment: Dista	ues	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp //	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count
Pedestrian De <u>Detector</u> Pr Default Dat Speed Trap: Speed Trap: Detector I Default Da Volume Det	etector Diagnosti Max essence Ac ta - No Dia Data : Mcasu Detector_2 ta	c Value 0 No E t <u>tivity C</u> ag 0 Val arcment: Dista	ues	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp //	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count
Pedestrian De <u>Detector</u> Pr Default Dat Speed Trap: Speed Trap: Detector I Default Da Volume Det	etector Diagnosti Max esence Ac ta - No Dia Data : Mcasu Detector 2 ta ector Data port Interval untroller	c Value 0 No Ei t <u>ivity C</u> ng 0 Val rrement: Dista	ues	Pedestria	n Detector Diag Max Presence	mostic Valu No Activity Diag 1 V Dial/Sp //	e 1 Errati- Coun Values Jit/Offs	c 1 et I	Special Do Detector Default Speed Trap	etector Diag Max Presence Data - No Spe	nostic Vah No Activity Diag 1 V sed Trap	ie 1 Erratic Count

Page 16 of 16

Page 15 of 16

DRAFT ORDINANCE TO REPEAL A PORTION OF SECTION 500-5, ONE-WAY STREETS AND ALLEYS OF CHAPTER 500 TRAFFIC CODE OF THE CITY OF WATERTOWN

SPONSOR: ALDERPERSON DAVIS FROM: PUBLIC SAFETY & WELFARE COMMITTEE

WITH FULL SUPPORT FROM: PUBLIC WORKS COMMISSION AND THE DOWNTOWN MAIN STREET RECONSTRUCTION TASK FORCE

THE COMMON COUNCIL OF THE CITY OF WATERTOWN DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 500-5 One-Way Streets and Alleys, is hereby repealed as follows:

Name of Street	Location	Direction of Travel
Fourth Street [Amended by Ord. No. 72- 36]	From Western Ave. to Madison St.	North
Third Street [Amended by Ord. No. 72- 36]	From Madison St. to Western Ave.	South

SECTION 2. All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed.

SECTION 3. This ordinance shall take effect and be in force the day the WisDOT Main Street Reconstruction project is completed and opened to the traveling public. This is anticipated to be in Fall 2028.

DATE:		ember 2024	October 1, 2024		
READING:	1ST		2	ND	
	YES	NO	YES	NO	
DAVIS					
LAMPE					
BOARD					
BARTZ					
BLANKE					

ADOPTED ____September 17, 2024_

CITY CLERK

APPROVED ___ September 17, 2024__

SMITH		
SCHMID		
WETZEL		
MOLDENHAUER		
MAYOR MCFARLAND		
TOTAL		

MAYOR



Office of the Clerk 106 Jones Street PO Box 477 Watertown, WI 53094-0477 (920) 262-4006

September 4, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Freedom Ride from because We Care to be held on September 14, 2024. There are no estimated extraordinary charges from any city departments.

Respectfully Submitted,

Becky Wegner, Admin Clerk

WATERTOWN SPECIAL EVENT PERMIT APPLICATION

New Event 🔲 Repeat Event 📈 Date Received:	Date of Event:
APPLICANT INFORMATION:	11
Name of person, entity, or organization holding the spec	
b-Cause We Care, Inc K	eith Jasinski
Address: Street, City, State, Zip	
P.O. Box 773, Watertown, WI	53094-0773
Phone: (608) 225-8765 Keith Jasihsk Mon-profit Group Gro Profit Group Harding	C-jahou.c
🖄 Non-profit Group 🛛 For Profit 🗋 Other, plea	ase describe: Nonprofit Tax-Exempt Number
	イイーノッチャイ 名す 5 501(c)3, if applicable (include photocopy)
Is this the applicant's 1 st special event applica	520
Wisconsin Seller Permit Number: Sales Tax, if applic	
If the named applicant is not required to hold a Wisconsin Seller's	Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box \Box
EVENT INFORMATION:	
Event Name: Freedom Ride	Event Date(s): 9/14/24
Event Location Address include parking locations of	ind streets to be used if applicable:
Start → 207 5. 2" Street Water A DETAILED map is required upon submittal of ap	nlication is it included? Vas X No
Is the event located in a City Park? Yes 🗌 No 🖄 If yes, do you have a park reservation? Yes 🗌 No 🗔 Parl	k name:
Is the event closing of a Street/Alley/Right-of-Way/	
Will you need City Services for your event? Yes 🗆 No	
Is the event on private property? Yes 🔀 No 🗆 If yes	
Is the event a city sponsored parade or celebrati	ng a Federal Holiday?Yes 🗌 No🛛 🦳
Event start/end time: 8:00 an Resistantion	Event set up/take down times: 7120 cm Struct
Event start/end time: 8:00 an Resistantion 10:00 an Start Total Attendance: # <u>125</u> Alcohol consumed, so	old, or served? Yes 🗆 No 🗡 Vendors? Yes 🗋 No 🗶
Event Description (purpose, activity, who can participate, etc.	Attach additional sheet if necessary.)
Honor Ride for Police, Fire Figh	stars a EMT's
Will your event be selling food? Yes No K If yes, ple	ase explain: (Type of food and sold by who)
MAIN EVENT ORGANIZER - PRIMARY CONTA	CT IF DIFFERENT FROM APPLICANT:
Contact Name: First, Middle, Last Keith J	Jasinski
Address: Street, City, State, Zip	Phone: Email:
OFFICE USE ONLY:	
APPROVED ON: PERMIT #	

÷.,

Opportunity runs through it.

۰,

Section 4, Item D.

Indemnification and Hold Harmless (Read carefully before signing!)

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation;. (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Name of Applicant: Keith Jasinski Signature: Kit ____Date: <u>7/30/2</u>4

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date. \$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date. (The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant: ______

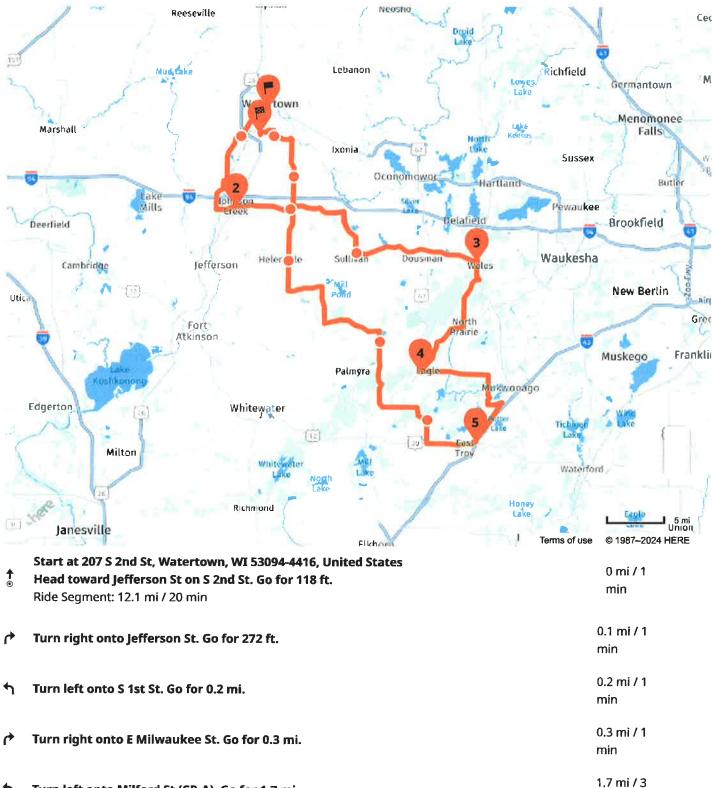
Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street PO Box 477 Watertown, WI 53094 Questions: 920-262-4010 or email cityclerk@watertownwi.gov

Ride to 2024 freedom ride

106 mi / 2 hr 28 min

fire dept



Turn left onto Milford St (CR-A). Go for 1.7 mi.

min

Ť	Continue on County Road A (CR-A). Go for 0.7 mi.	0. Section 4, Item D. min
		11,011
		2.6 mi / 3
Tal	ke the 2nd exit from roundabout onto County Road A (CR-A S). Go for 2.6 mi.	min
		2.2 mi / 3
1	Turn left onto County Rd N (CR-N). Go for 2.2 mi.	min
4	Turn left onto CR-N. Go for 0.3 mi.	0.3 mi / 1 min
		()))))
٨		0.7 mi / 1
Ť	Continue on County Rd N (CR-N). Go for 0.7 mi.	min
		0 mi / 1
1	Continue toward CR-N. Go for 157 ft.	min
1	Continue on County Rd N (CR-N). Go for 1.6 mi.	1.6 mi / 2
•		min
		1 mi / 1
1	Turn left onto County Road B (CR-B). Go for 1.0 mi.	min
		0.6
1	Continue on Aztalan St (CR-B). Go for 0.6 mi.	0.6 mi / 1 min
¢	Turn right onto Milwaukee St (CR-B). Go for 0.1 mi.	0.1 mi / 1
1'	Turn right onto milwaukee St (CK-B). Go for 0.1 mil.	min
		0 mi / 1
¢	Turn right onto S Watertown St. Go for 256 ft.	min
		nited
2	Arrive at Johnson Creek Fire Department, 120 S Watertown St, Johnson Creek, WI 53038-9510, U States	nited
٤	Your destination is on the right.	
	Start at Johnson Creek Fire Department, 120 S Watertown St, Johnson Creek, WI 53038-9510,	0 mi / 1
† ©	United States Head toward Milwaukee St on S Watertown St. Go for 256 ft.	min
	Ride Segment: 24 mi / 30 min	
1	Turn right onto Milwaukee St (CR-B). Go for 0.6 mì.	0.6 mi / 1
		min
		8.5 mi / 9
Т	Continue on County Road B (CR-B). Go for 8.5 mi.	min
		1.2 mi / 1
1	Turn right onto County Road F (CR-E). Go for 1.2 mi.	min
↑	Continue on CR-E, Go for 0.2 mi.	0.2 mi / 1
		min
		2.4 mi / 2
T	Continue on County Road F (CR-E). Go for 2.4 mi.	min

1	Turn left onto State Road 18 (US-18). Go for 2.1 mi.	2. Section 4, Item D. min
Ť	Continue on Sunset Dr (US-18). Go for 4.3 mi.	4.3 mi / 5 min
t	Continue on Sunset Dr (US-18). Go for 2.1 mi.	2.1 mi / 2 min
1	Continue on Summit Ave (US-18). Go for 2.0 mi.	2 mi / 2 mìn
Tak	te the 2nd exit from roundabout onto W Summit Ave (US-18 E). Go for 0.1 mi.	0.1 mi / 1 min
Tak	e the 1st exit from roundabout onto N Wales Rd (WI-83 S). Go for 0.3 mi.	0.3 mi / 1 min
Ð	Make a U-Turn at Cymric Ct onto N Wales Rd (WI-83 N). Go for 0.2 mi.	0.2 mi / 1 min
¢	Turn right toward Waukesha. Go for 46 ft.	0 mi / 1 min
3	Arrive at 600 N Wales Rd, Wales, WI 53183, United States	
A	Start at 600 N Wales Rd, Wales, WI 53183, United States Head toward N Wales Rd. Go for 46 ft. Ride Segment: 12 mi / 16 min	0 mi / 1 min
¢	Turn right onto N Wales Rd (WI-83 N). Go for 410 ft.	0.1 mi / 1 min
Tak	e the 4th exit from roundabout onto N Wales Rd (WI-83 S). Go for 1.7 mi.	1.7 mi / 2 min
¢	Turn right onto CR-E W toward CR-E/W Tomlin Rd. Go for 0.3 mi.	0.3 mi / 1 min
1	Continue on W Tomlin Rd (CR-E). Go for 0.7 mi.	0.7 mi / 1 min
1	Continue on CR-E. Go for 2.7 mi.	2.7 mi / 3 min
t	Continue on N Main St (CR-E). Go for 0.9 mi.	0.9 mi / 1 min
¢	Turn right onto W State St (WI-59). Go for 5.5 mi.	5.5 mi / 6 min
1	Turn left onto Kettle Moraine Dr (WI-67). Go for 0.1 mi.	0.1 mi / 1 min
1	Turn left onto W Main St (CR-NN). Go for 112 ft.	0 mi / 1 min94
		54

4	Turn right outs Cours St. Co. for 276 ft	Section 4, Item D.
r	Turn right onto Grove St. Go for 276 ft.	min
¢	Turn right onto W Eagle St. Go for 85 ft.	0 mi / 1 min
4	Arrive at 126 W Eagle St, Eagle, WI 53119, United States Your destination is on the right.	
† ®	Start at 126 W Eagle St, Eagle, WI 53119, United States Head toward South St on W Eagle St. Go for 141 ft. Ride Segment: 13.4 mi / 19 min	0 mi / 1 min
¢	Turn right onto South St. Go for 266 ft.	0.1 mi / 1 min
¢	Turn right onto W Main St (WI-67). Go for 108 ft.	0 mi / 1 min
r	Turn right onto W Main St (CR-NN). Go for 0.8 mi.	0.8 mi / 1 min
1	Continue on County Road NN (CR-NN). Go for 4.9 mi.	4.9 mi / 6 min
\$	Turn right onto County Road I (CR-I). Go for 2.6 mi.	2.6 mi / 4 min
4	Turn left onto County Road J (CR-J). Go for 1.2 mi.	1.2 mi / 1 min
1	Turn sharp right onto Main St (CR-ES). Go for 3.8 mi.	3.8 mi / 5 min
4	Turn left. Go for 148 ft.	0 mi / 1 min
4	Turn left. Go for 305 ft.	0.1 mi / 1 min
5	Arrive at N8406 County Road es, East Troy, WI 53120-2163, United States	
•	Start at N8406 County Road es, East Troy, WI 53120-2163, United States Head southwest. Go for 338 ft. Ride Segment: 44 mi / 1 hr 1 min	0.1 mi / 1 min
4	Turn left toward County Road es/CR-ES. Go for 151 ft.	0 mi / 1 min
4	Turn left onto County Road es (CR-ES). Go for 0.3 mi.	0.3 mi / 1 min
¢	Turn right onto North St (WI-20 W). Go for 3.9 mi.	3.9 mi / 5 min
¢	Turn right onto County Rd N (CR-N). Go for 1.6 mi.	1.6 mi / 2 min 95

t	Continue on Bluff Rd. Go for 0.5 mi.	0 Section 4, Item D. min
4	Turn left onto Bluff Rd. Go for 4.4 mi.	4.4 mi / 7 min
۴	Turn right onto Palmyra Rd (CR-Z). Go for 0.5 mi.	0.5 mi / 1 min
t	Continue on Little Prairie Rd (CR-Z). Go for 0.6 mi.	0.6 mi / 1 min
t	Continue on County Road Z (CR-Z). Go for 2.0 mi.	2 mi / 2 min
†	Continue on CR-Z. Go for 364 ft.	0.1 mi / 1 min
1	Continue on County Road Z (CR-Z). Go for 3.3 mi.	3.3 mi / 4 min
ſ	Turn left onto County Road Ci (CR-CI). Go for 3.5 mi.	3.5 mi / 4 min
Ť	Continue on CR-CI. Go for 0.2 mi.	0.2 mi / 1 min
t	Continue on County Road Ci (CR-CI). Go for 1.1 mi.	1.1 mi / 1 min
r	Turn right onto County Road F (CR-F). Go for 3.1 mi.	3.1 mi / 3 min
4	Turn left onto County Road Y (CR-Y). Go for 2.9 mi.	2.9 mi / 3 min
۴	Turn right onto County Road D (CR-D). Go for 12.6 mi.	12.6 mi / 13 min
∱	Turn left onto County Rd E (CR-E). Go for 0.2 mi.	0.2 mi / 1 min
1	Turn left onto Beryl Dr. Go for 1.5 mi.	1.5 mi / 2 min
¢	Turn right onto County Road X (CR-X). Go for 0.5 mi.	0.5 mi / 1 min
4	Turn left onto Air Park Dr. Go for 1.1 mi.	1.1 mi / 2 min
4	Turn left onto WI-26-BR S. Go for 0.2 mi.	0.2 mi / 1 min
Tak	e the 1st exit from roundabout onto High Rd. Go for 0.2 mi.	0.2 mi / 1 min

