

Site Plan Village of East Troy,

Wisconsin Version: March 10, 2025

Village of East Troy 2015 Energy Drive East Troy, WI 53120

Overview: The site plan review process ensures that proposed land uses and development activity complies with the requirements of the Village's zoning regulations. This review must occur before any building, occupancy, and building permits can be issued; except that development activity associated with an approved final plat of subdivision or certified survey map, and development activity associated with and approved final development plan of a planned development, is exempt from this requirement.

Governing regulations: The procedures and standards governing the review of this application are found in § 510-160 of the Village's zoning code.

General instructions: Complete this application and submit one copies to the Village Clerk at the mailing address shown above. Before you formally submit your application, you are encouraged to meet with the zoning administrator who can answer any questions you may have. If you have any questions, do not hesitate to contact the zoning administrator at (920) 728-2814 or via email at orrin.sumwalt@foth.com. You may download this form at https://data.zoninghub.com/viewfile.aspx?fileid=14859.

When you fill out this application, you should think about how your business operation may expand or be different in the future. For example, if your business will have 5 employees to start and you hope to have 25, tell us. Also, if you foresee an expansion to a building or a parking lot, your site plan should show that. If you invest time to do this now, you will end up with a more thoughtful plan. Not only that, you will save time and the expense of having to submit a new site plan sometime in the future. So, think ahead.

Application fee: none

Application submittal deadline: Applications must be submitted by the second Monday of the month by 12:00 pm at the Village Hall.

1.	Applicant and property	y owner information	
		Applicant	Property owner
	Name		
	Street address		
	City, state, zip code		
Da	ytime telephone number		
	Email		
	-		
2.	Agent contact informa	ation. Include the names of those agents, if any, that include surveyors, engineers, landscape architects, arch	t helped prepare this application including the supplemental
	information. Agents may		
		Agent 1	Agent 2
	Name		
	Company		
	Street address		
	City, state, zip code		
Da	ytime telephone number		
	Email		
3.	Type of application (se	elect one)	
П	New site plan	,	
	•	busly approved site plan (i.e., revision and/or expansion)	
4.	Business information		
	Current business name		
	Date business began		
	Previous name, if any		

5.		t property information						
		Physical address						
	T	ax key number(s)						
		Note: The tax	x key num	nber can	be found on the tax bill for the prope	rty or	it may l	be obtained from the Village Clerk.
6.	Zoning	information (refer to the Village'	s current	zoning n	nap)			
The	subject ¡	property is located in the following	j base zoi	ning disti	rict(s). (check all that apply)			
	RH-35	Rural Holding		TR-8	Two-Family Residential		NB	Neighborhood Business
	SR-3	Estate Residential		AR-9	Attached Residential		НВ	Highway Business
	SR-4	Suburban Residential		MR-10	Multi-Family Residential		СВ	Central Business
	SR-5	Neighborhood Residential		MHR-6	Mobile Home Residential		BP	Business Park
	SR-6	Traditional-Front Residential					LI	Light Industrial
	SR-7	Traditional-Rear Residential					GI	General Industrial
The	subject _l	property is also located in the follo	owing ove	rlay zoni	ng district(s). (check all that apply)			
	PD	Planned Development		GP	Groundwater Protection		FP	100-Year Floodplain
	DD	Downtown Design		NFC	Natural Features Conservancy		FP	500-Year Floodplain
							SW	Shoreland-Wetland
7.	Adjoini	ng land uses and zoning						
		Zoning district(s)	Current	uses				
Nor	th							
Sou	ıth							
Eas	t							
We	st							
Not	e: If the s	ubject property abuts a property I	ocated in	a differe	nt zoning district, a bufferyard may b	e req	uired. Y	ou will need to submit a
Lan	dscaping	and Bufferyard Worksheet if a bu	ufferyard i	s require	d.			
8.	Curren	t use. Describe the current use of	f the subje	ect nrone	ertv			
<u> </u>	Julion	t doc. Describe the durient doc of	T the bubye	ot prope				
9.	Propos	ed use. Describe the proposed u	se or the	propose	d amendment.			
		The proposed a		,				

Site Plan Village of I Page 3	East Troy	Wisconsin
10. Hou	urs of ope	eration. Describe when the proposed use will be open for business (i.e., hours and days).
11. Em	ployees.	Describe number by type, number on largest works shift, etc.
12. Cus	stomers /	patrons of business. Describe the customers and patrons, including peak loads.
13. Mis	cellaneo	us
☐ Yes	□ No	Has the Village approved a variance for the subject property? If yes, provide the year of issuance and a short description for each one.
☐ Yes	□ No	Is the subject property currently in violation of the Village's zoning code? If yes, describe the nature of the violation and what is being done to bring the property into compliance.
☐ Yes	□No	Are there any nonconforming buildings on the subject property? A nonconforming building does not meet the dimensional requirements for the zoning district in which it is located. If yes, describe what building is nonconforming and the nature of the nonconformity.
☐ Yes	□No	Will the proposed use create any detectable ground vibrations? (See § 510-99 of the zoning code.) If yes, describe.
☐ Yes	□No	Will the proposed use create any detectable noise beyond the property boundary lines? (See § 510-100 of the zoning code.) If yes, describe.
☐ Yes	□No	Will the proposed use create any air pollution? (See § 510-101 of the zoning code.) If yes, describe.
☐ Yes	□No	Will the proposed use create any detectable odor beyond the property boundary lines? (See § 510-102 of the zoning code.) If yes, describe.
☐ Yes	□No	Will the proposed use create any detectable glare or heat beyond the property boundary lines? (See § 510-104 of the zoning code.) If yes, describe.
☐ Yes	□No	Will the proposed use involve any materials which could detonate by any means? (See § 510-105 of the zoning code.) If yes, describe.

Site Plan Village of East T Page 4	roy, Wisconsin
☐ Yes ☐ N	 Will the proposed use involve any materials that are toxic or noxious or that are considered waste materials? (See § 510-106 of the zoning code.) If yes, describe.
☐ Yes ☐ N	Will the proposed use involve any outdoor storage of materials?
	If yes, describe.
☐ Yes ☐ N	o If the proposed use involves processing or manufacturing of materials, will water be used in any of those processes? If yes, describe the nature of the activity and anticipated water demand and sanitary loading
□ Yes □ N	o Is expansion of the proposed use or building anticipated? If yes, describe the nature of the expansion and potential timeline for such expansion
14. Utilities	
Water	☐ Municipal ☐ Private well
	If private well, when was the well installed and approved?
Sewer	☐ Municipal ☐ On-site septic system If septic system, when was the system installed and approved?
15. Licenses	and permits
·	☐ Have ☐ To Get
	☐ Have ☐ To Get
_	te 🗌 Have 📋 To Get ervice 🗎 Have 📋 To Get
	ment Device Have To Get
Other:	
☐ Other:	
16. Property	access (refer to § 510-91 of the zoning code for details)
	Current New

	Current	New
Local street		
County highway		
State highway		

17. On-site parking (refer to § 510-91.1 of the zoning code for details)

		Current	Required [1]	New		
	Standard spaces					
	Accessible spaces					
Note [1]	s: On-site parking is not rec	quired in the Central E	Business (CB) zoning distri	ict		
ΠY	• •		ng pursuant to § 510-93(G	s) of the zoning code?		
	If yes, atta	ch a draft shared par	king agreement.			
18.	Calculations for maximu	m building coverag	e and impervious surface	e coverage		
a.	Area of subject property	as determined by site	survey		acres	
b.				ed boundaries of public facilities that are ledication per subdivision regulations	acres	
c.	Land which, although par network serving the proje		is not contiguous to or is r	not accessible from the proposed road	acres	
d.	Land which is proposed f	or a different develop	ment option or a different	zoning district	acres	
e.	Navigable waters (lakes	& streams not within	a designated floodplain)		acres	
f.	Designated floodplains				acres	
g.	Wetlands				acres	
h.	Lakeshores				acres	
i.	Woodlands				acres	
j.	Steep slopes (12 percent	t or greater)			acres	
k.	Total of "b" through "j"				acres	
I.	Net developable area (su	ıbtract "k" from "a")			acres	
m.	Building coverage ratio (s	see the standard for t	he appropriate zoning distr	rict)	percent	
n.	Impervious surface cover	rage ratio (see the sta	andard for the appropriate	zoning district)	percent	
0.	Maximum building covera	age on property (mult	iply "l" by "m")		acres	
p.	Maximum impervious sur	face coverage on pro	pperty (multiply "l" by "n")		acres	
					Maximum (acres)	Proposed (acres)
Build	ling coverage (For Maximu	ım, enter calculated v	alue for "o" from above tab	ole)		
Impe	ervious surface (For Maxim	um, enter calculated	value for "p" from above ta	able)		

19. Supplemental materials. Attach each of the following as appropriate. Upon written petition, the Village Administrator, Village Engineer, Village Planner, or the Zoning Administrator may waive specific site plan requirements.

Site plan with the following information:

- 1. Title block showing the name, address, and phone of the current property owner and/or agent(s) (i.e. developer, architect, engineer, or planner) for project.
- 2. The date of the original plan and the latest date of revision to the plan.
- 3. A north arrow and a graphic scale (at a minimum scale of 1" = 100').
- 4. A legal description of the subject property.
- 5. All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled.
- 6. All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and
- 7. Ground contours when any slope exceeds 12 percent
- 8. All required building setback lines.

Site Plan Village of East Troy, Wisconsin Page 6

- 9. All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls.
- 10. If the project is designed to be completed in phases or allow expansion of the building and other features, indicate these.
- 11. The location and dimension (cross-section and entry throat) of all access points onto public streets.
- 12. The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by this Chapter.
- 13. The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas.
- 14. The location of all outdoor storage areas and the design of all screening devices.
- 15. Floodplains, wetlands, lakeshores, woodlands, steep slopes, and other environmentally sensitive lands.
- 16. The location, type, height, size, and lighting of all signage on the subject property.
- 17. The location and type of any permanently protected green space areas.
- 18. The location of existing and proposed drainage facilities.
- 19. Environmental and manmade development constraints and hazards including brownfields, contaminated sites, unstable soils, high groundwater, bedrock, and high-pressure natural gas lines
- 20. In the legend, the following data for the subject property: lot area, building coverage, building coverage ratio, floor area ratio, impervious surface area, impervious surface ratio, and building height.
- 21. Any additional information as requested by the Plan Commission or Village Board.

Landscaping plan prepared at the same scale as the main plan showing the location of all required bufferyard and landscaping areas, and existing and proposed landscape point fencing and berm options for meeting said requirements. The landscaping plan shall demonstrate complete compliance with the requirements of Article XIV of Chapter 510 of the zoning code. Be sure to show the individual plant locations and species, fencing types and heights, and berm heights. In addition to the drawing, include the Worksheet for Landscaping and Bufferyards.

Grading and erosion control plan prepared at the same scale as the main plan, showing existing and proposed grades, including retention walls and related devices, and erosion control measures.

Outdoor lighting plan (photometric plan) prepared at the same scale as the main plan that shows all existing and proposed exterior light fixtures. Calculations for the photometric plan shall be rounded to the nearest 0.10 foot-candles. A legend must be included to show the following information for each type of fixture: (1) manufacturer name, (2) product number, (3) mounting height, and (4) any other pertinent information. Be sure that current and proposed lighting will not exceed the 0.50 foot-candles threshold at the property boundary line. See § 510-95 of the zoning code for more details.

Plat of survey prepared by a registered land surveyor if in the judgment of the Zoning Administrator such accuracy is needed to ensure compliance with all dimensional standards, including setback requirements. The survey shall depict property lines, easements, and other existing and proposed improvements, and other information as may be needed to establish compliance with zoning requirements.

Architectural review application for any new buildings or for remodeling of existing buildings. The application must include elevation drawings showing finished exterior treatment, with adequate labels to clearly depict exterior materials, texture, color, and overall appearance. Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings. (Refer to § 510-90 of the zoning code for additional details.)

20.	Attachments. List any attachments included with your application.
21.	Other information. You may provide any other information you feel is relevant to the review of your application.

22. Applicant certification

- ◆ I certify that all of the information in this application, along with any attachments, is true and correct to the best of my knowledge and belief.
- ♦ I understand that I may be charged additional fees (above and beyond the initial application fee) consistent with § 510-149 (D) of the Village's municipal code to pay for the services of independent consultants the Village elects to retain to help review this application. Depending on the nature of the proposed project, such independent consultants may include planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts. I further understand, the Village may delay acceptance of the application as complete, or may delay final approval of the proposal, until all outstanding fees have been paid. I further understand that such fees must be paid even if this application is withdrawn or denied. If the applicant or the property owner does not pay such fees upon request, such fees may be assigned to the property owner as a special assessment to the subject property.
- ◆ I understand that submission of this application authorizes Village officials and employees, Plan Commission members, Village Board members, and other designated agents, including those retained by the Village, to enter the property to conduct whatever site investigations are necessary

to review this application. This does not authorize any such individual to enter any building on the subject property, unless such inspection is specifically related to the review of this application <u>and</u> the property owner gives his or her permission to do so.

- I understand that this application and any written materials relating to this application will become a permanent public record and that by submitting this application I acknowledge that I have no right to confidentiality. Any person has the right to obtain copies of this application and related materials or view it online.
- I understand that the zoning administrator will review this application to determine if it contains all of the required information. If he or she determines that the application is incomplete, it will not be scheduled for review until it is deemed to be complete.

Property Owner:	~ 0.010	*
Dr. Christopher 6. Hibner Name-print	Name – Signature	4/30/25 Date
Adam Witkiewicz Name-print	Name – Signature	4/30/25 Date
Applicant (if different than Property Owner):		
Name – print	Name – Signature	Date
Name – print	Name – Signature	Date





PROPERTY ADDRESS: 3143 GRAYDON AVE EAST TROY, WI 53120

PROPERTY USE: EDUCATIONAL OCCUPANCY (E-OCCUPANCY)

OWNER: EAST TROY COMMUNITY SCHOOL DISTRICT 2040 BEULAH AVE EAST TROY, WI 53120

PARCEL NUMBER: RXUP 00202 RXUP 00202B RXUP 00203

PROPERTY ZONING: SR-4 - SUBURBAN RESIDENTIAL EXISTING 1-STORY BRICK AND STONE MIDDLE SCHOOL. BUILDING DESIGN:

APPLICATION #2018-16, STORAGE BUILDING AT EAST TROY MIDDLE SCHOOL

PROPERTY SIZE: 29.95 ACRES / 1,130,531 SF PRIMARY BUILDING SIZE: 82,502 SF

PAST APPROVALS:

IMPERVIOUS AREA: 164,132 SF (INCLUDES PRIMARY BUILDING)

PT SW 1/4 SEC 19 & NW 1/4 SEC 30 T4N R18E DESC AS COM S 1/4 COR SEC 19 T4N R18E, S0D12'W 362.50', S82D07'W 623.30', N0D23'E 637.80', S87D37'W 701.41', N0D01'W 300.24', N89D59'E 1263.03', S29D52'E104.78' S 370' TO POB. 16.77 A. ALSO COM S 1/4 COR SEC 19, N 526.88', S89D59'W 66' TO POB, S89D59'W 1249.13', N0D01'W 1873.76', S81D35'E 957.50', S08D25'W 33', S35D35'E 56.57', S08D25'W 42.40', ALG CURVE, CHORD S17D15' 51" E 213.05', S42D56'55"E 253.30', ALG CURVE, CHORD S20D57'07"E 125.52', S 1114.13' TO POB. 49.41 A. (66.18 A. TOTAL) EXC. RXUP-202A & RXUP-202B EXC .53 A M/L FOR HWY DESC UNDER #515121

VILLAGE OF EAST TROY

510-20 SR-4 SUBURBAN RESIDENTIAL DISTRICT VILLAGE OF EAST TROY WI, CHAPTER 510 ZONING (AMENDED 6-15-2025 BY ORD. NO 2015-02)

MAXIMUM PRINCIPAL BUILDING HEIGHT 35 FEET

MINIMUM REAR SETBACK

REQUIREMENTS (NON-RESIDENTIAL USE) MINIMUM LOT AREA: 40,000 SF 1,130,531 SF MAXIMUM DENSITY: MAXIMUM BUILDING COVERAGE 30% OF NET LOT AREA 7.3% MAXIMUM IMPERVIOUS COVERAGE 50% OF NET LOT AREA 14.5% 1,283 FEET 43'-4" MINIMUM LOT WIDTH MINIMUM STREET SETBACK 25 FEET MINIMUM SIDE SETBACK

25 FEET

ACTUAL (EXISTING)

8 FEET

376'-3" EAST / 493'-5" WEST 575'-7" 26'-8"

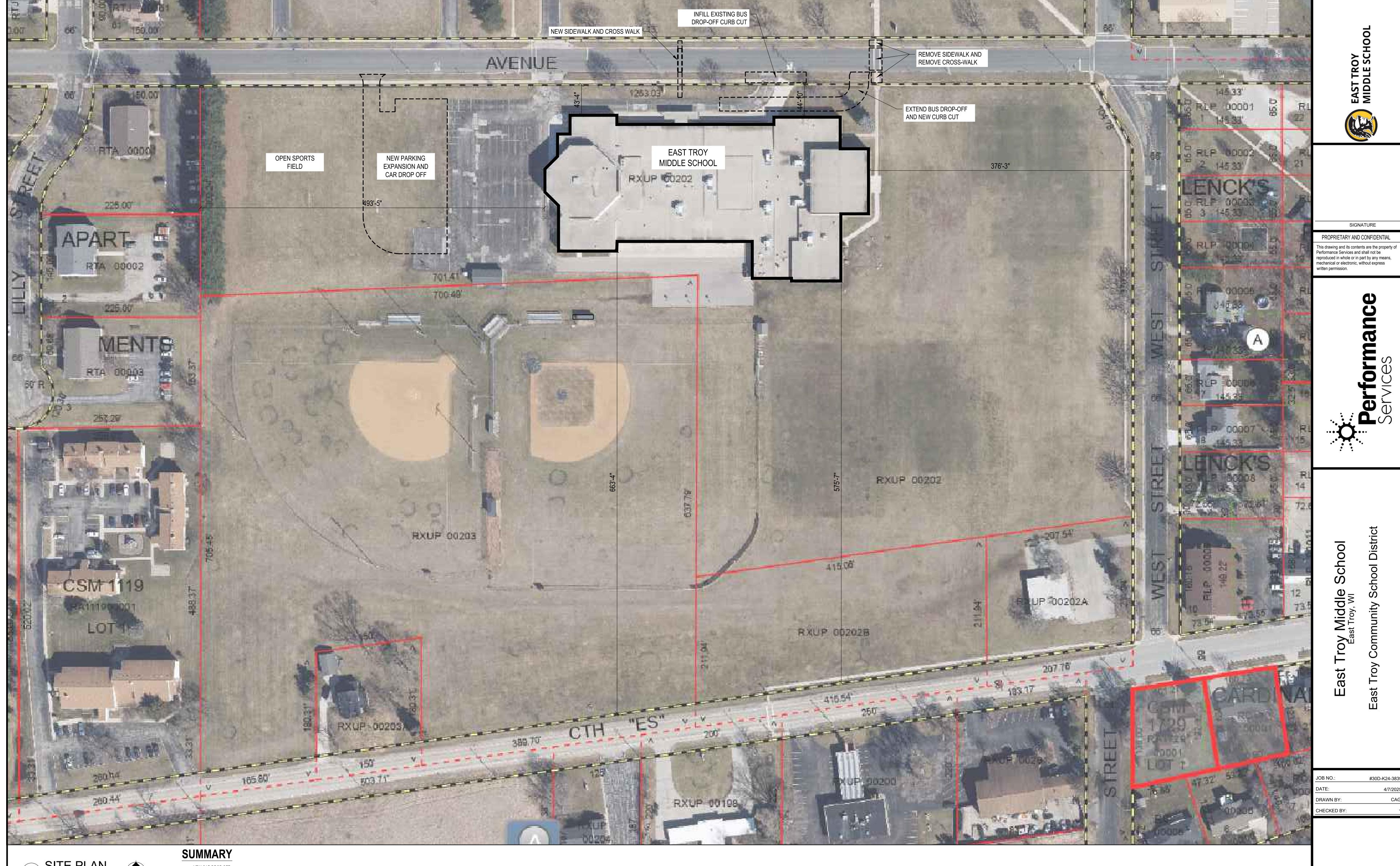
SIGNATURE

PROPRIETARY AND CONFIDENTIAL This drawing and its contents are the property of Performance Services and shall not be reproduced in whole or in part by any means, mechanical or electronic, without express written permission.

REVISIONS **ZONING PLAN**

SHEET

CONDITIONAL USE ZONING PERMIT SITE PLAN EXIST. BUILDING



NEW CAR DROP OFF
 EXTENDING THE EXISTING BUS-DROP-OFF LOOP. NEW SIDEWALK AND CROSS WALK TO ADDRESS THE

REFERENCE CIVIL DRAWINGS FOR DETAILED INFORMATION.

REVISIONS

EAST TROY
MIDDLE SCH

SIGNATURE

ZONING PLAN SHEET

CONDITIONAL USE ZONING PERMIT SITE PLAN NEW WORK

PROPRIETARY AND CONFIDENTIA

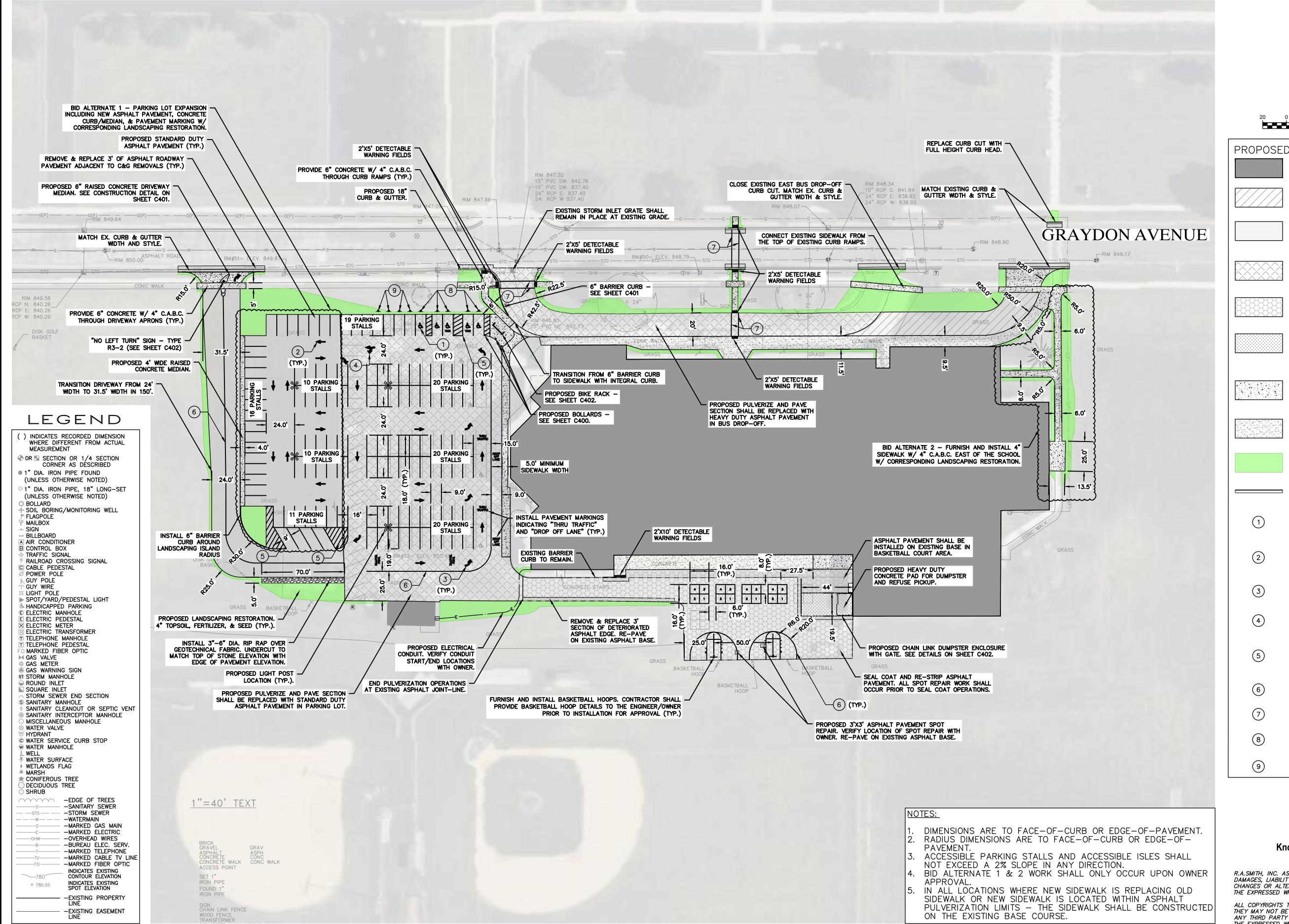
reproduced in whole or in part by any means,

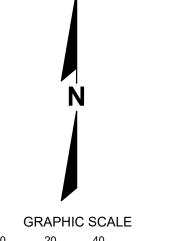
This drawing and its contents are the property of

30D-K24-3839

DATE DESCRIPTION 02-18-2025 ADDENDUM 01 04-04-2025 ADDENDUM 03







PROPOSED LEGEND

EXISTING BUILDING FOOTPRINT

(IN FEET)

HEAVY DUTY BITUMINOUS PAVEMENT (SEE SHEET C400)

STANDARD DUTY BITUMINOUS PAVEMENT (SEE SHEET C400)

PULVERIZE AND PAVE EXISTING BITUMINOUS PAVEMENT (SEE SHEET C400)

PROVIDE BITUMINOUS PAVEMENT SEAL COAT

PROPOSED HEAVY DUTY CONCRETE PAVEMENT SLAB (SEE SHEET C400)

> PROPOSED CONCRETE SIDEWALK, DRIVEWAY, & RAISED MEDIAN (SEE SHEET

PROPOSED CONCRETE WALK WITH INTEGRAL CURB (SEE SHEET C401)

PROPOSED CURB & GUTTER

4" TOPSOIL, SEED, & MULCH

(SEE SHEET C401) PAVEMENT MARKING - ADA

PARKING SYMBOL (SEE DETAIL ON SHEET C402)

PAVEMENT MARKING, DIRECTIONAL ARROW (SEE SHEET C402)

PAVEMENT MARKING, SINGLE TURNING ARROW (SEE SHEET C402)

PAVEMENT MARKING. STRAIGHT/TURNING ARROW

> PAVEMENT MARKING -ACCESSIBLE AISLE/MARKED ISLAND, 4-INCH, WHITE (3' O.C. SPACING)

PAVEMENT MARKING, 4-INCH WHITE

PAVEMENT MARKING, 6-INCH WHITE

POST MOUNTED ADA SIGNAGE (SEE SHEET C402)

> POST MOUNTED VISITOR PARKING SIGNAGE



Know what's below. Call before you dig.

R.A.SMITH, INC. ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF R.A.SMITH, INC.

ALL COPYRIGHTS TO THESE DRAWINGS ARE RESERVED. THEY MAY NOT BE COPIED, CHANGED, OR ASSIGNED TO ANY THIRD PARTY IN ANY MANNER WITHOUT OBTAINING THE EXPRESSED WRITTEN PERMISSION OF R.A.SMITH, INC. DESIGNER: Smith PLAN SITE 5

SIGNATURE

ROPRIETARY AND CONFIDENTIA

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School WI 53120 Lot Reconstruction for Troy Middle Parking Lo

PSI PROJECT NO. 30D-K24-3839 04/04/25 DRAWN BY: CHECKED BY:

REVISIONS DATE DESCRIPTION 02-18-2025 ADDENDUM 01 04-04-2025 ADDENDUM 03

> **BID SET** SHEET

C200

East Troy Middle School

SITE PLAN

May 8, 2025

To: Orrin Sumwlat, AICP Planning Consultant

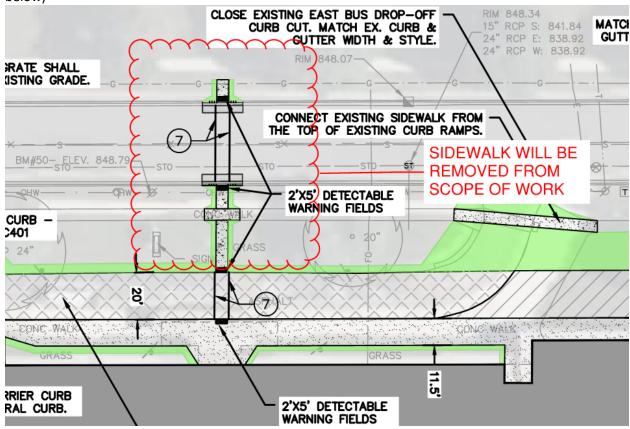
RE: East Troy Middle School

Conditional Use Permit Application

Performance Services has received the included Memorandum of comments regarding the conditional use permit for the property located at 3143 Graydon Avenue (Tax Parcel No. RXUP 00202).

Responses:

- 1. Response Forthcoming
- 2. Response Forthcoming
- 3. Traffic study is included in this response.
- 4. The school has agreed to remove the proposed mid-block crosswalk from the project (identified below)





5. Parking counts and requirements are included below:

Parking Analysis Matrix:

Employees 58

Parking Requirements:

Elementary School & Junior High School: 1 Parking stall per every 2 employees

Parking Calculations

Existing	New Parking	Total	Required
Parking	Stalls	Parking	Parking
83	43	126	29

Accessible Spaces

(Note: accessible spaces included in calculation above)

Existing Accessible Parking	New Accessible Parking Stalls	Total Accessible Parking	Required Accessible Parking
4	1	5	4

6. Parking counts meet the parking requirements for elementary and junior high school of one space per two employees. Please see matrix included in response to #5.

If there are any additional questions or concerns, please let me know.

Thank you-**Christopher Gerrity Principal Architect** CGerrity@performanceservices.com (317) 931-9583



East Troy Schools Traffic Impact Analysis Graydon Avenue

Village of East Troy
Walworth County, Wisconsin

November 17, 2023





TRAFFIC STUDY

DATE: November 17, 2023

TO: Jake Hernandez

East Troy Community School District

FROM: Don Lee, P.E.

John A Bieberitz, P.E., PTOE Traffic Analysis & Design, Inc.

SUBJECT: Middle School/High School Access

Graydon Avenue

Village of East Troy, WI

INTRODUCTION

East Troy Middle School is located at 3143 Graydon Avenue in the Village of East Troy, Walworth County, Wisconsin (Exhibit 1). The Middle School is located on the south side of Graydon Avenue, directly across from the East Troy High School which is located at 3128 Graydon Avenue. Parents, students, and school officials have recently raised concerns over safety and operations along Graydon Avenue due to the drop-off/pick-up operations under the current transportation plan. Traffic Analysis & Design, Inc. has been retained to evaluate the operations of the three existing school driveways along Graydon Avenue as well as the internal operations/circulation for parents, students, staff, and bus traffic at the existing Middle School parking lot access driveway due to the current site configuration. This traffic study has been prepared to address the weekday morning arrival and weekday afternoon discharge peak hour traffic impacts of the school traffic on the adjacent transportation system.

STUDY AREA

Study Intersections

The study area, which includes the three driveway intersections along Graydon Avenue, is shown on Exhibit 1. Exhibit 2 shows an aerial of the existing school campus layout along with the current parent and bus traffic patterns at each of the schools. As shown, three driveways provide access along Graydon Avenue to the High School and one main driveway provides access to the Middle School.

Exhibit 3 illustrates the existing transportation detail. More specifically, Exhibit 3 graphically illustrates existing intersection geometrics, existing traffic control, posted speed limits, approximate distances between intersections and driveways, and the number of travel lanes along the study area roadways.

Middle School/High School Access - Village of East Troy, Wisconsin Page 2 of 11 November 17, 2023

Study Area Roadways

Graydon Avenue is a two-lane undivided east/west local roadway with a 34-foot width (face-of-curb to face-of-curb) cross section. The posted speed limit on Graydon Avenue is 25 miles per hour (mph) with a school zone speed limit of 15-mph within the limits of the two schools. According to WisDOT, the Year 2022 annual average daily traffic volumes (AADTs) on Graydon Avenue were approximately 830 vehicles per day (vpd) in front of the main entrance to the middle school and 810-vpd to the east of West Street. Sidewalks are provided along both sides of Graydon Avenue and parking is not allowed on Graydon Avenue within the limits of the study area.

High School West Driveway is a north/south exit only driveway out of the high school parking lot located on the north side of Graydon Avenue. This driveway is located on the west side of the high school and provides access for exiting vehicles only.

High School East Driveway is a north/south entrance only driveway into the high school parking lot located on the north side of Graydon Avenue immediately west of the High School. This driveway provides access for entering vehicles only with parents either dropping off or picking up their children or students parking in the main parking lot. There is no bus traffic using this driveway.

High School Bus Driveway is a north/south exit only driveway located on the north side of Graydon Avenue providing pick-up/drop-off service in front of the high school for buses at the main high school entranceway. This driveway operates as the north approach of the Graydon Avenue intersection with the Middle School driveway. The south approach provides access to the Middle School parking lot and a bus drive aisle in front of the Middle School. The north approach is marked for buses only.

Middle School Driveway is a north/south full access driveway located on the south side of Graydon Avenue providing access to the west Middle School parking lot and to the front drive aisle located on the north side of the Middle school providing pick-up/drop-off service in front of the Middle School for buses. The Middle School driveway is located at the northwest corner of the Middle School and provides access for vehicles dropping off their students in the west parking lot as well as for access to the parking lot for teachers and visitors. The area is coned off during the afternoon school discharge peak period with access to the front driveway located on the north side of the Middle school for buses only.

DATA COLLECTION

Existing Traffic Counts

The current Middle School and High School schedule includes a school start time of 7:45 am and a school departure time of 3:05 pm every school day of the week. Traffic Analysis & Design, Inc. collected weekday morning (school arrival) and weekday afternoon (school discharge) peak hour turning movement counts from 6:45 to 7:45 a.m. and 2:30 to 3:30 p.m. on a typical weekday in early-November of 2023 to capture the peak arrival and departure time periods. The counts include a breakdown by passenger vehicle, bus, and pedestrian movements at each intersection. The year 2023 existing traffic volumes for the school driveway intersections are shown in Exhibit 4. The traffic counts have been included in the appendix of this report.

Middle School/High School Access - Village of East Troy, Wisconsin Page 3 of 11 November 17, 2023

Existing Queue Lengths

Traffic Analysis & Design, Inc. observed the queuing for the Middle School parking lot drop-off area as well as the High School parking lot operations during several additional weekday morning (school arrival) and weekday afternoon (school discharge) peak periods in early-November of 2023 during favorable weather conditions. During these observation periods the interaction between vehicles and students during the school arrival and departure peak periods were observed along Graydon Avenue. Current vehicle queue lengths were recorded and are shown on Exhibit 5. For the morning arrival peak hour, the maximum vehicle queue length of vehicles queueing within the Middle School parking lot was recorded. As shown, the maximum morning queue length observed was about 380-feet, all contained within the parking lot site. In addition, since some parents dropped off their students along Graydon Avenue, the maximum queue length for eastbound traffic along Graydon Avenue was also recorded with a maximum morning queue length observed of about 400-feet, backing up past the west High School driveway. For the afternoon discharge peak hour, the maximum vehicle queue length of vehicles queueing on the south side of Graydon Avenue, immediately west of the main driveway was recorded. As shown, the maximum afternoon queue length observed was about 500-feet, backing up past the Middle School western property line.

Additional Field Observations

The following additional observations were recorded from several site visits conducted during early November as part of this study. The times shown are from one specific day; however, three days were observed, and times as listed below varied by a few minutes each day.

School Arrival

- Teachers at the Middle School arrived as early as 6:30 with minimal other vehicular traffic between 6:30 to 7:20 am.
- A few students arrived at the High School prior to the doors opening at 6:50 am.
- A somewhat steady stream of parents dropped off students starting around 7:15 am with busiest flows starting at 7:25 am.
- Traffic flow within the parking lot operated smoothly and without incident. There was plenty of queuing/stacking distance within the site to allow for drop-off operations and to allow vehicles to park in the parking lot.
- The longest internal queues occurred at 7:30 am, extended for a length of about 15 vehicles (about 380-feet) and lasted for less than 2 minutes. The queue within the parking lot was mainly caused by vehicles waiting to exit the site onto Graydon Avenue while waiting for southbound buses to enter the Middle School site from the High School.
- About 10 to 15 students crossed Graydon Avenue from the High School to the Middle School starting at 7:23 am. No crossing guard was observed during the morning peak period. Students waited for gaps in the eastbound/westbound Graydon Avenue traffic flow at the all-way stop controlled intersection with many students running across Graydon Avenue once a gap was available. Several

occasions were observed where cars didn't see the student crossing and the student had to stop before continuing on their way. In addition, a total of 70 to 75 students crossed the south approach of the Middle School driveway (at the parking lot entrance) to enter the Middle School.

- The first buses arrived at the High School at 7:23 am, entering from West Street.
- The first buses arrived at the Middle School at 7:25 am, entering from the east on Graydon Avenue and from the north at the High School.
- 15 buses (about 2 per minute) entered from the High School between 7:25 and 7:37, with some having to wait for students to cross within the entrance lane to the parking lot.
- Numerous times, vehicles and buses entering the middle school driveway to either
 enter the parking lot area or the front of school had to wait for a student to cross the
 driveway towards the main entrance doors. This caused congestion within the
 intersection since the vehicles and buses had already started their movement into
 the Middle School driveway.
- Numerous times, buses needed to wait on exiting vehicles from the Middle School parking lot in order for the bus to access the drop-off lanes in front of the Middle School. This caused congestion within the intersection since the buses had already started their movement into the Middle School driveway.
- About 55% of the entering vehicles into the Middle School parking lot entered from the west and about 65% of the vehicles exited the lot to the east.
- The eastbound queue into Middle School parking lot stacked along the south side of Graydon Avenue with some students exiting their vehicles while waiting in the eastbound queue at the all-way stop controlled intersection.
- The westbound queue into Middle School also had some students exiting the vehicles while waiting in the westbound queue at the all-way stop controlled intersection.
- The maximum eastbound queue (mix of parents and through vehicles) backed up past the Middle School western property line (about 400-feet), around 7:33 am. The longest queue dissipated by 7:36 am.
- The longest queues dissipated rather quickly with the heaviest vehicular traffic experienced between 7:25 am and 7:36 am.
- Traffic slowed to a slow stream of vehicles on Graydon Avenue by 7:37 am.
- There was minimal parent drop off and pedestrian activity by 7:41 am.
- Operations at the two High School driveways as well as the High School drop-off lane within the High School parking lot operated smoothly with no significant operational issues or queuing issues observed.

School Dismissal

• For the parent pick-up operations at the Middle School, the Middle School parking lot was coned off to restrict access once students exited the building. A crossing

guard was present to allow some vehicles access to enter or exit the lot as needed (about 5 to 10 vehicles exited the lot after most of the students passed through the area).

- Most vehicles picking up students parked on the south side of Graydon Avenue (facing eastbound) starting as early as 2:15 pm. The area is marked for no parking during school hours.
- Vehicles queued up along the south side of Graydon Avenue back to the west with a maximum queue of 14 to 15 vehicles recorded (past the western Middle School property line, about 500-feet) at 3:09 pm. A total of 11 vehicles were in queue when students exited the building at 3:06 pm.
- Students exited both schools at about 3:06 pm. Cones were placed as students exited the Middle School building to block off the parking lot area. The cones were removed at 3:13 pm.
- Students walked along the sidewalk on the south side of Graydon Avenue to enter their respective parked/queued vehicles. The vehicles exited the parking lane once their students were on board and the queue dissipated slowly with eastbound vehicles moving forward (eastbound) to fill in behind the existing line of cars.
- Several vehicles in the eastbound queue on the south side of Graydon Avenue executed a U-turned maneuver near east High School driveway to head back west.
- The queue on the south side of Graydon Avenue extended beyond the west High School driveway through 3:15 pm.
- As students exited the Middle School, a crossing guard was present to assist students crossing Graydon Avenue. A total of 80 to 90 students were recorded crossing Graydon Avenue with most traveling from south to north. Most students crossed in larger groups within the first few minutes with a few students crossing afterwards, over a 5-minute duration. A total of 120 to 125 students also crossed the south approach of the Middle School driveway (at the parking lot entrance) after exiting the school doors to either cross Graydon Avenue or to walk to the west along the sidewalk to the vehicles queued along the south side of Graydon Avenue.
- All buses (6) entering the drop-off lanes in front of the Middle School entered from the east. All buses exiting the High School (10) exited onto Graydon Avenue, none entered the Middle School driveway.
- All buses exited the site by 3:15 pm.
- All queueing on Graydon Avenue dissipated by 3:16 pm.
- Operations at the two High School driveways as well as the High School drop-off lane within the High School parking lot operated smoothly with longer queues exiting at the west driveway occurring between 3:07 to 3:15 pm.
- About 80% of the vehicles exiting the High School parking lot exited to the west with about 20% of the vehicles exited to the east.
- The duration for the busiest time at both schools was 3:07 to 3:15 pm.

EXISTING PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes collected for the study area intersections. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purposes of this study, LOS C or better was used to define acceptable peak hour operating conditions.

Table 1 shows the results of the existing weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections. The study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3 and the existing traffic volumes shown in Exhibit 4. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 1
Year 2023 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

With Existing Geometrics and Traffic Control														
			Level of Service (LOS) per Movement by Approach											
			Eastbound Westbound No					Northbound			Southbound			
Intersection	Hour	Metric	7	\rightarrow	И	Ľ	+	Γ.		1	7	И	\	Ľ
		Lanes->	-	1	-	-	1	-		-		1	-	1
Node 100: Greydon Avenue &		LOS	-	*	-	-	*	-		-		В	-	Α
High School West Driveway	AM	Delay	-	*	-	-	*	-		-		14.1		9.4
One-Way Stop Control		Queue	-	*	-	-	*	-		-		25'	-	25'
		LOS	-	*	-	-	*	-		-		В	-	Α
	PM	Delay	-	*	-	-	*	-		-		10.3	-	9.8
		Queue	•	*	-		*	-		-		25'	-	25'
		Lanes->	1 -		-	•		1		-		-		
Node 200: Greydon Avenue &		LOS	-	4	-	-		*			-			
High School East Driveway	AM	Delay	8	.7	-	-		*				-		
No Control		Queue	2	:5'	-			*			-			
		LOS	1	4	-	-	- *		-		-			
	PM	Delay	7	.6	-	•		*	-			-		
		Queue	2	:5'	-	•		*	-			-		
		Lanes->	-		1	1		-	1			1		
Node 300: Greydon Avenue &		LOS	ı	_	В			-	В				В	
Middle School & Bus Driveway	AM	Delay	٠		2.1		5.4	-	11.1			11.6		
All-Way Stop Control		Queue	-		60'	9	5'	-	35'			25'		
		LOS	-	_	A	_	4	-	Α			Α		
	PM	Delay	•	_	.2	_	8.5 -		7.9			9.3		
		Queue	-	2	25'	2	5'	-		25'			25'	

⁽⁻⁾ indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 1, all movements at the Graydon Avenue driveway intersections currently operate acceptably at LOS C or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods.

It is noted that the LOS values shown in Table 1 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to15-minute surges with vehicles

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queueing up waiting for their students, the actual delays being experienced at the site are also contingent on the queuing on the site and the time it takes for the students to enter their vehicles in addition to vehicle conflict points at the intersections.

ALTERNATIVES CONSIDERED

The roadway width along Graydon Avenue is about 34-feet, which is a typical roadway width for a major collector roadway. This roadway width is designed for two travel lanes plus parking on one side of the street. With low background (non-school related) volumes, this allows vehicles to park/queue along the south side of Graydon Avenue from the Middle School driveway to the west and into the adjacent neighborhood. However, with vehicles turning into the east High School driveway to pick up students at that school during the highest volume surge peak periods, this doesn't allow for vehicles to by-pass an eastbound vehicle waiting to turn into the east High School driveway. Even though vehicle operations seemed to work, this is not an ideal situation due to the parked vehicles. In addition, with the three different types of users (vehicles, buses, pedestrians) all vying for the same area, the main all-way stop controlled Graydon Avenue intersection with the Middle School driveway, congestion and unsafe conditions are currently being experienced on a daily basis as observed and documented previously in this report.

Several alternatives were considered to help alleviate this current condition including:

Alternative 1 – Separate parent, bus and pedestrian conflict points at the Middle School driveway and provide additional queueing within the site by providing an additional paved driveway lane along the west and south edges of the field immediately west of the Middle School parking lot. This new access driveway would be located as the south approach of the High School West driveway, located on the north approach of the intersection. Under this alternative, as shown on Exhibit 7A, a single lane would be constructed along the west and south edges of the west school field where the new driveway would tie into the existing paved lot at the southwest edge of the lot. Vehicles would enter the site at the new west driveway, and queue up within the parking lot as they do today with the queue potentially extending back into the new payement area with about 750-feet of queueing available within the site (from the school doors back through the west edge of the site). Vehicles would then exit the site at the same new access driveway location onto Graydon Avenue. The existing access driveway to the parking lot at the northwest corner of the building would be closed off to allow only bus traffic to access the front (north) side of the Middle School, as it currently operates today. A separated pedestrian sidewalk should also be provided adjacent to (on the south side of) the bus lane. This alternative would be expected to accommodate the existing parent pick-up/drop-off queue without spillback onto Graydon Avenue during both the morning arrival and afternoon pick-up peak periods.

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Alternative 2 – This alternative is the same as Alternative 1; however, under this alternative the new driveway lanes would be constructed closer to Graydon Avenue with less impact to the existing fields west of the parking lot. Under this alternative, as shown on Exhibit 7B, a single entrance driveway from Graydon Avenue would be constructed along the west edge of the property where the driveway would enter the site and turn immediately to the east where it would tie into the existing paved parking lot at the northwest edge of the lot. Vehicles would enter the site at the new west driveway, and queue up within the parking lot as they do today with the queue potentially extending back into the new pavement area with about 750-feet of queueing available within the site (from the doors back through the west edge of the site). This alternative would be expected to accommodate the existing parent pick-up/drop-off queue without spillback onto Graydon Avenue during both the morning arrival and afternoon pick-up peak periods.

An additional alternative was also considered looking at providing an additional access on the east side of the Middle School. This alternative was dismissed due to the location of the student access doorways to the school, requiring conflicting vehicle movements within the parking lot, as well as the disruption to the playground areas that would be impacted on the south side of the building.

MODIFIED ACCESS PEAK HOUR TRAFFIC OPERATIONS

Table 2 shows the results of the weekday morning (school arrival) and weekday afternoon (school discharge) peak hour operational analysis at the study area intersections with a new access driveway implemented as described in the two alternatives in the previous section. The study intersections were evaluated using the recommended geometrics and traffic control as shown on Exhibit 8 and the Build traffic volumes shown in Exhibit 6. The Build traffic volumes take into account the revised traffic patterns with a new driveway located along the west side of the site. The capacity analysis table shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet). The Synchro capacity analysis worksheets are located in the appendix of this report.

Table 2
Year 2024 Full Build Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

				Le	evel o	f Service (LOS) per Movement by Approach										
	Peak		Ea	stbou	nd	W	estbou	und	No	Northbou		Southbound				
Intersection	Hour	Metric	٦	\rightarrow	И	Ľ	+	K	K	1	7	И	\downarrow	Ľ		
		Lanes->	-		1		1	-		1		1	-	1		
Node 100: Greydon Avenue &		LOS	•		C		В	-		В		В	-	В		
High School West Driveway	AM	Delay	•	19	9.1	11	1.6	-		11.7		11.2	-	10.2		
All-Way Stop Control		Queue	•	14	40'	3	i0'	-		35'		25'	-	25'		
		LOS	•	_	4		Ą	-		Α		Α	-	Α		
	PM	Delay	•		.8		.0	-		8.2		9.0	-	8.7		
		Queue	•	2	:5'	25'		-	25'		25'	-	25'			
		Lanes->		1	-	- 1		•	-		-					
Node 200: Greydon Avenue &		LOS		4	-	•			-		-					
High School East Driveway	AM	Delay	8	.9	-	•	- *		-		-					
No Control		Queue	2	5'		- *		-		-						
		LOS	_	Α -		- *			-			-				
	PM	Delay		.6	-	- *		-		-						
		Queue	2	5'	-	- -		*	-			-				
		Lanes->	•		1	1 -		-	1			1				
Node 300: Greydon Avenue &		LOS	·		3		В	-	Α				В			
Middle School & Bus Driveway	AM	Delay	•).5		1.9	-	- 8.1			10.7				
All-Way Stop Control		Queue	•	4	5'	7	'0'	-	25'		-	25'		Ī		
		LOS	•		4	-	Ą	-	Α			Α		_		
	PM	Delay	•	8	.1	8	.2	-	7.0		9.2		_			
		Queue		- 25'		2	!5'	-	25'			25'				

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 2, all movements at the Graydon Avenue driveway intersections are expected to continue to operate acceptably at LOS C or better during the weekday morning (school arrival) and weekday afternoon (school discharge) peak periods with the new access driveway constructed and operational and operating under all-way stop control.

As previously stated, it is noted that the LOS values shown in Table 2 (as reported by the Synchro model) are based on the average delay over the morning or afternoon peak hour surges. Since the school arrival and discharge peaks are based on 10- to15-minute surges with vehicles queueing up waiting for their students, the actual delays experienced at the site are also contingent on the queuing within the site and the time it takes for the students to enter their vehicles in addition to vehicle conflict points at the intersections.

DISCUSSION AND CONCLUSION

Most traffic (vehicles, buses, pedestrians) that can be attributed to the two schools traverses the main all-way stop controlled Graydon Avenue intersection with the Middle School driveway. With the three different types of users all vying for the same area, congestion and unsafe conditions are currently being experienced on a daily basis as observed and documented previously in this report. Separating some of these users and/or turning movements from the intersection is expected to provide for better overall operations and a safer condition, especially for the students crossing Graydon Avenue and crossing the south approach of the existing Middle School driveway. In addition, the current afternoon pick-up procedure, with vehicles parking along the south side of

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Graydon Avenue, adds to the congestion being experienced along Graydon Avenue. Removing or reducing the eastbound queueing along Graydon Avenue will allow the driveways to the high school to operate in a safer manner.

With a maximum of about 500-feet of queueing currently occurring along Graydon Avenue during the weekday afternoon peak period and a maximum of about 380-feet of queueing currently being experienced within the site during the weekday morning arrival peak period, there is a need for a minimum of about 500-feet of on-site storage to reduce or eliminate any spillbacks onto Graydon Avenue.

Both alternatives will allow for adequate internal site queuing storage with about 750-feet of queuing expected to be available between the main school doors and the new access driveway location. Both alternatives also provide for safer operations along Graydon Avenue since both remove the conflict points being experienced between pedestrians and vehicles on the south approach of the Middle School driveway and allow for less vehicle movements at the existing Middle School all-way stop controlled intersection. In addition, buses exiting the High School driveway to enter the bus lane at the Middle School will have less distractions and less movements to observe as they navigate the all-way stop controlled intersection. These bus drivers currently are required to navigate the additional pedestrians and vehicles operating internal to the Middle School site at the south approach of the intersection as they are trying to traverse the Graydon Avenue all-way stop controlled intersection. Comparing the two alternatives, Alternative 1 has the greatest impact on the existing fields located to the west of the parking lot since it splits the field in half whereas Alternative 2 requires less pavement and has less of an impact on the field. However, Alternative 1 provides better traffic flow within the lot since a portion of the internal queuing would be occurring along the new roadway away from vehicles using the parking lot (cars parking or leaving their parking space) whereas under Alternative 2, most of the inbound queueing would be occurring within the existing parking lot with spillback (for longer queueing events) occurring on the new pavement. Alternative 1, with an adjacent sidewalk, also provides for all students to walk on the outside of the parking lot and pick-up/drop-off area and not walking through the parking lot, which is more likely to occur under Alternative 2. Therefore, Alterative 1 provides for a better level of safety for parent pick-up/drop-off when compared to Alternative 2.

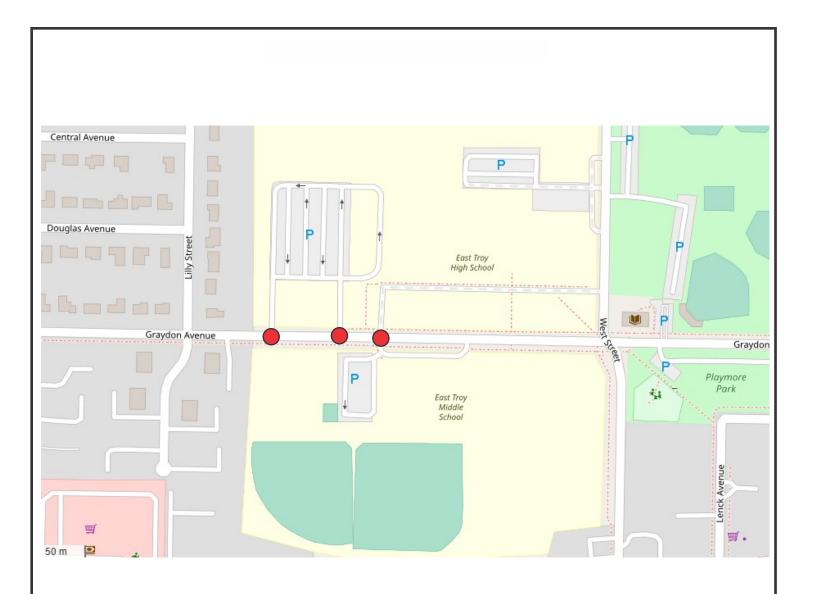
The following modifications, as shown on Exhibit 8, are recommended to alleviate the queuing situation currently occurring along the south side of Graydon Avenue, to the west of and within the limits of the school site and provide for safer operations for all intersections along Graydon Avenue.

- Consider making alterations to the site as outlined in either Alternative 1 or Alternative 2 above including:
 - Provide a new driveway access point to the Middle School directly across from the High School west driveway.
 - o Provide all-way stop control with appropriate signage and pavement marking on Graydon Avenue at the new intersection.

- o Provide additional queueing within the site by providing additional paved driveway lanes within the grass area on the west side of the site and south of Graydon Avenue.
- Vehicles would be allowed to enter the site at the new west driveway and queue up within the site with about 750-feet of queueing available within the site. Vehicles would also exit the site at this same new access point.
- Provide a new sidewalk (or marked sidewalk area within the parking lot) along the outside edge of the drive aisle to allow for a safe place for students to walk and access the vehicles waiting in the queue during the afternoon pick-up peak period.
- o Reconstruct the existing south approach of the Middle School driveway to physically block off access to the Middle School parking lot. The separation could include a grass area in addition to sidewalk or sidewalk only; however, the new barrier should include a raised curb to restrict access to the parking lot.
- O Add additional signage for "No Parking" between the existing Middle School/bus driveway and the proposed new western driveway along Graydon Avenue noting that it may be necessary to place cones along the south side of the street in this area for the first few weeks of the school year, once the modifications are implemented, to help enforce this restriction until such time as parents are used to the new drop-off/pick-up procedure.
- Reconfigure the existing parking lot to accommodate the new access driveway as described above.

Any alternative chosen would likely require storm water management needs to be considered since additional impervious pavement is regulated by the Wisconsin DNR.

With the modifications provided above, all movements at the study area intersections as well as operations along Graydon Avenue adjacent to the site are expected to operate safely and efficiently during the typical weekday school arrival and school discharge peak periods if designed properly.





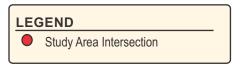
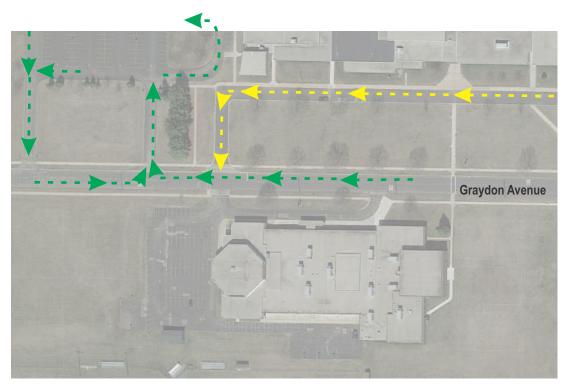




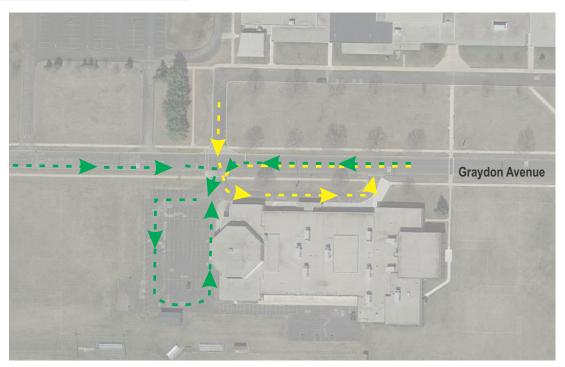


EXHIBIT 1
PROJECT OVERVIEW MAP



High School Traffic Pattern

- -----> Existing Traffic Flow (Parents/Students/Staff)
 -----> Existing Traffic Flow (Buses)



Middle School Traffic Pattern





EXHIBIT 2 EXISTING TRAFFIC FLOW



Stop Sign





Existing Lane Configuration

XX' Distance Between Roadways (in Feet)





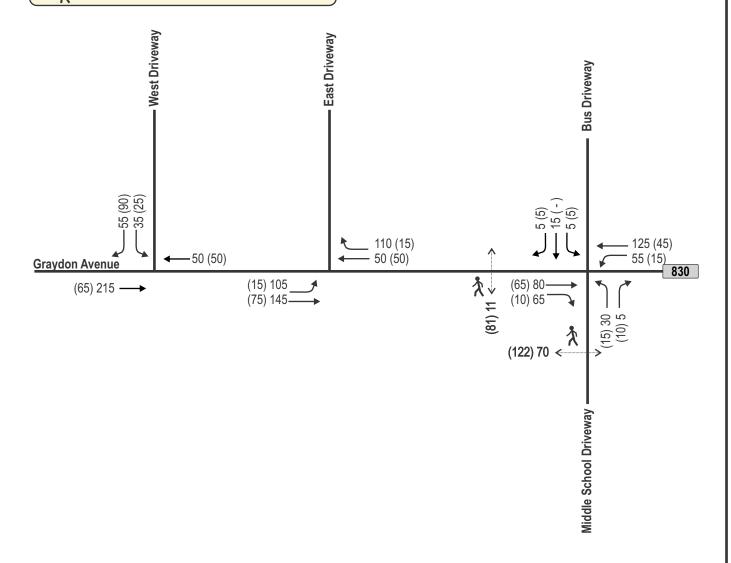


XX AM School Arrival Peak Hour (6:45 - 7:45 AM)

(XX) PM School Departure Peak Hour (2:30 - 3:30 PM) Negligible Traffic Volumes (Fewer than 3 vph)

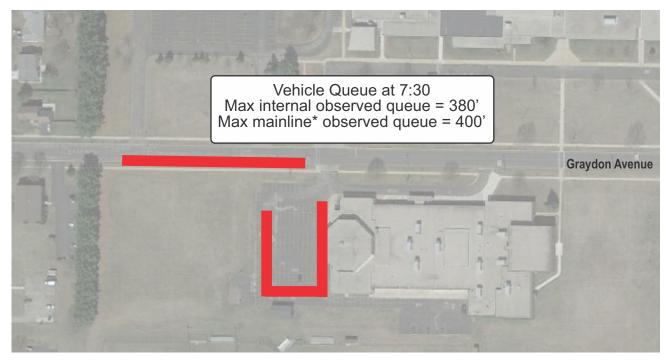
2022 Annual Average Daily Traffic (AADT)

Pedestrian Crossing Volume









* mainline queue is eastbound queue waiting at stop sign, includes eastbound through vehicles plus parents waiting

LEGEND

Parent Drop-Off Queue Length Parent Pick-Up Queue Length

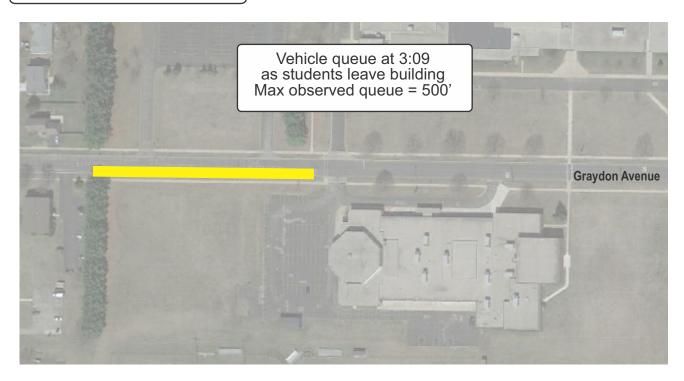






EXHIBIT 5
MAXIMUM QUEUE LENGTHS
HIGHEST PEAK HOUR

- XX AM School Arrival Peak Hour (6:45 7:45 AM)
- (XX) PM School Departure Peak Hour (2:30 3:30 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)

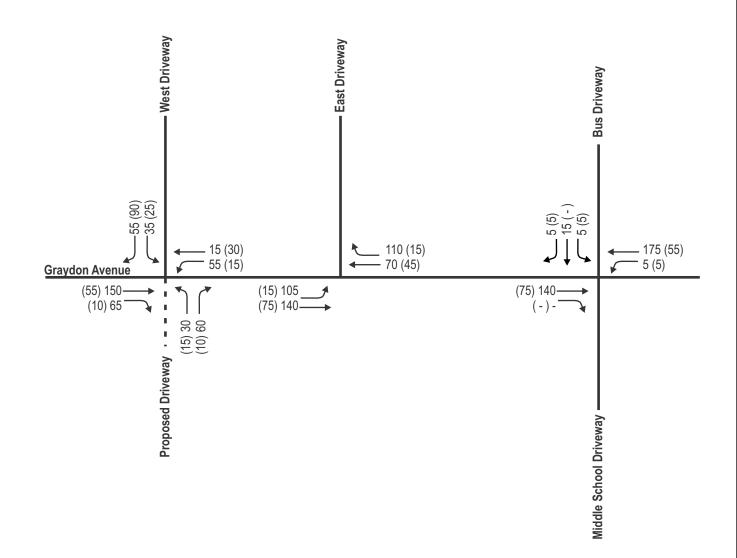
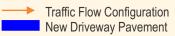
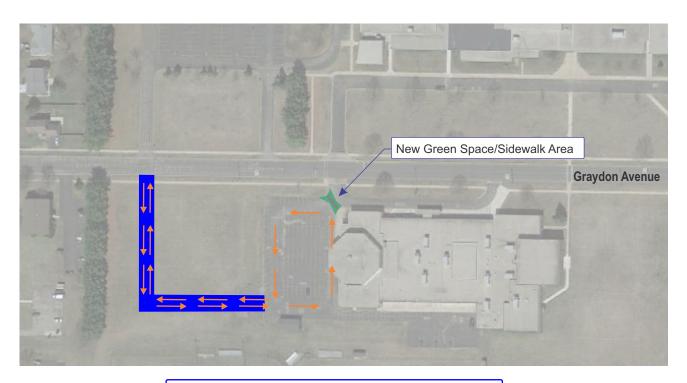






EXHIBIT 6
BUILD TRAFFIC VOLUMES

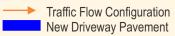


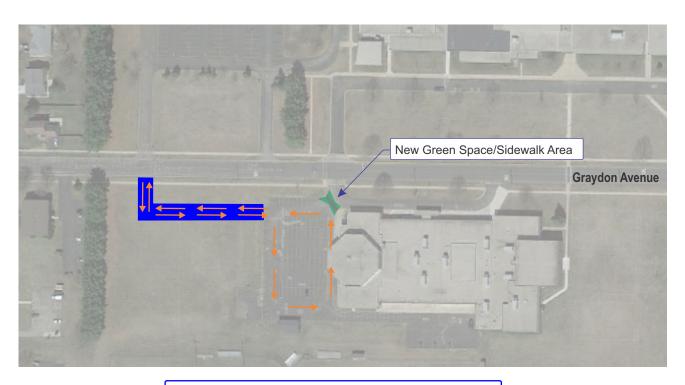


Max Inbound Vehicle Queue Capacity = 750'







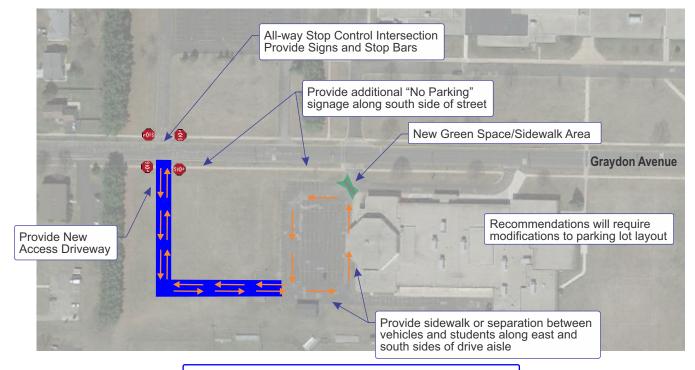


Max Inbound Vehicle Queue Capacity = 750'





Traffic Flow Configuration New Driveway Pavement



Max Inbound Vehicle Queue Capacity = 750'





Appendix A Traffic

Existing Turning Movement Counts

Intersection Traffic Volume Report

Count Basics	Versi	Page 1 of 13	
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of	Hours Counted: 2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue
Minor St: High School West DW

Intersection of: Greydon Avenue & High School West DW IX_ID:

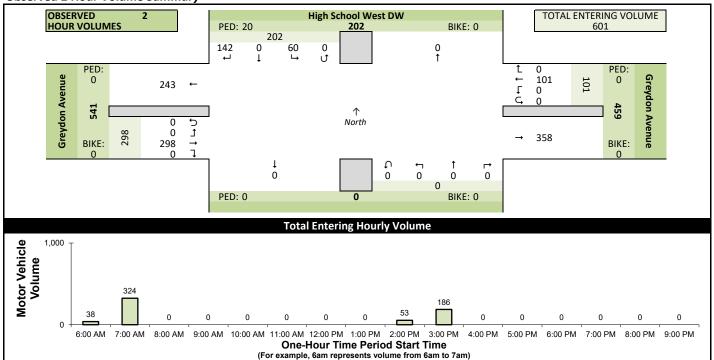
Site Information

Municipality	Village of East Troy					
County	WisDOT Region SE					
Traffic Control	Partial Stop Control					
Roadway Names	North Directio	→				
North Leg	High School West DW					
	Greydon Avenue					
South Leg						
West Leg	Greydon Avenue					
Special Considerations						
Schools	In Session					
Holidays						
Special Events						
Special Pedestrians Observed						
		chool children				
	None					
	None					
	None					
	Wheelchairs/el	ectric scooters	None			
Other (de	None					

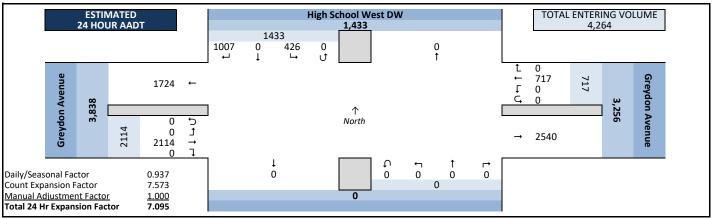
Count Information

Hrs Counted: 06:45 AM-07:45 AM and 02:30 PM-03:30 PM									
1st Day of Count Monday, No			, Nover	mber 6, 2023		Weather			
AM Peak Period Wednesday, No			vembe	r 8, 20	23	Clear & Dry			
Midday Peak Period Monday			, November 6, 2023		Clear & Dry				
PM Peak Period Monday, No			, Nover	ember 6, 2023		Clear & Dry			
	Calculated Peak Hours								
AM	6:45-7	:45am	MD				PM	2:30-3:30pm	
Peak Hours Selected for Analysis									
AM	6:45-7	:45am	MD				PM	2:30-3:30pm	
Daily/Seasonal Adjustment Group (2) Urban Arterials & Collectors						irs			
Count Expansion Group (2) Urban A					an Art	erials & C	ollecto	irs	
Daily/Seasonal Adjustment Factor			0.937		Count Exp	int Expansion Factor 7.573			
Company Name TADI, Inc.						Man	ual Adj. 1.000		
	,	AM Peak Period Luann Gaertner							
Observer	s Mide	day Peak	Period	None					
		PM Peak	Period	Jane Fait					
Comment	.s								
	2021 D	2021 DOT Daily & Seasonal Factors							

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



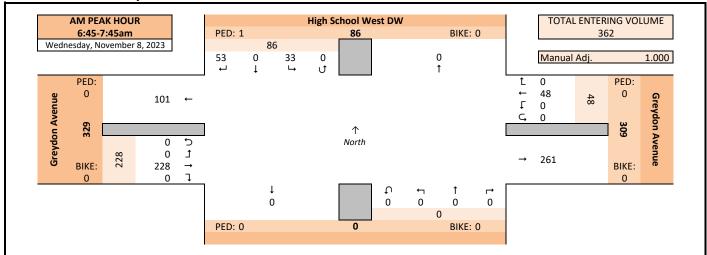
Peak Hour Volume Graphical Summary

Greydon Avenue & High School West DW

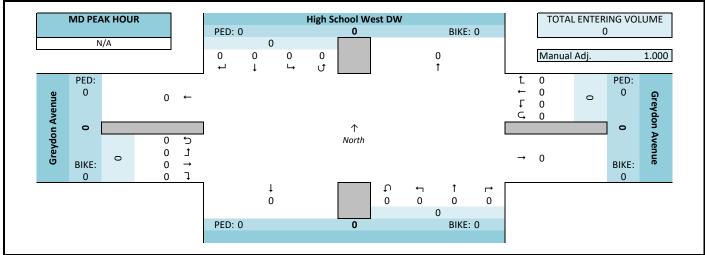
Count Basics Page 2 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



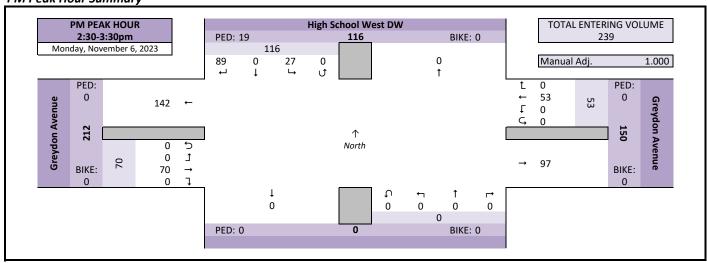
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

Greydon Avenue & High School West DW

 Count Basics
 Page 3 of 13

 Start Date:
 Monday, November 6, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 8, 2023		Г.,	om No				-	+	4			г	1				Г.	→	/a.a.b		
AM Peak Hour		High So			N			rom E rdon A				Fr	om So	utn				om W don A			
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	Total
6:45 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0	0	0	26	0	0	26	3
7:00 AM	2	0	2	0	4	0	6	0	0	6	0	0	0	0	0	0	29	0	0	29	3
7:15 AM	17	0	11	0	28	0	20	0	0	20	0	0	0	0	0	0	79	0	0	79	12
7:30 AM	33	0	13	0	46	0	18	0	0	18	0	0	0	0	0	0	94	0	0	94	15
Peak Hour Volume	53	0	33	0	86	0	48	0	0	48	0	0	0	0	0	0	228	0	0	228	36
Rounded Hourly Volume	55	0	35	0	90	0	50	0	0	50	0	0	0	0	0	0	230	0	0	230	37
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.5
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.
Peak Hour Factor (PHF)	0.40	0.00	0.63	0.00	0.47	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.57

N/A	Δ.		Fre	↓ om N	orth			Fi	← rom E	ast			Fre	↑ om Sc	uth			Fr	→ om W	'est		
	MD Peak Hour		High So	chool \	Nest D\	N		Grey	don A	venue								Grey	/don A	venue		
_	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
no	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
kΉ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
qa	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
>	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

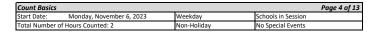
Мо	nday, November 6, 2023		Fre	om No	rth			Fi	← rom Ea	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	PM Peak Hour		High So			N			don A					00					don A			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	2:30 PM	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	26
'n	2:45 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	27
۶ اج	3:00 PM	65	0	16	0	81	0	17	0	0	17	0	0	0	0	0	0	24	0	0	24	122
×	3:15 PM	20	0	10	0	30	0	20	0	0	20	0	0	0	0	0	0	14	0	0	14	64
Pe Pe	Peak Hour Volume	89	0	27	0	116	0	53	0	0	53	0	0	0	0	0	0	70	0	0	70	239
Ī	Rounded Hourly Volume	90	0	25	0	115	0	55	0	0	55	0	0	0	0	0	0	70	0	0	70	240
P	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.9	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	0.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
	Peak Hour Factor (PHF)	0.34	0.00	0.42	0.00	0.36	0.00	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.49

Peak Hour Pedestrian and Bicyclist Volumes

_	edestrians and Bicyclists				C.	ossing			ossing		· ·	rossing 🛧		Total
Pe	edestrians and bicyclists		Ossilig				Ī		-			-		
	* *	North App			East App	oroach	¥	South App	oroach 💠		West Ap	proach 🛊		Ped &
	λ 00	High So	chool West D	W	Grey	don Avenue					Gre	ydon Avenue		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
18	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1
														_
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
L	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ON.	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
`	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Ma	3:00 PM	16	0	16	0	0	0	0	0	0	0	0	0	16
	3:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	3
	Total	19	0	19	0	0	0	0	0	0	0	0	0	19

Hourly Volume Summary - Motor Vehicle Data

Greydon Avenue & High School West DW



Directional Volume Totals E/W N/S 246



				¥					+					1					→			
One	-Hour		Fr	om No	orth			Fi	rom Ea	ast			Fr	om So	uth			Fr	om W	est		Total
Γim	e Period		High So	chool V	Vest D\	N		Grey	don Av	enue/								Grey	don A	enue/		Vehicl
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	Volum
	6:00 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0	0	0	26	0	0	26	
2	7:00 AM	52	0	26	0	78	0	44	0	0	44	0	0	0	0	0	0	202	0	0	202	32
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Σ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	4	0	1	0	5	0	16	0	0	16	0	0	0	0	0	0	32	0	0	32	-,
	3:00 PM	85	0	26	0	111	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	18
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
۵	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	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	
Tota	als	142	0	60	0	202	0	101	0	0	101	0	0	0	0	0	0	298	0	0	298	60

	All Motor Vehicles	→ Southbound Approach → Westbound Approach	
350 ·	Northbound Approach	-O- Eastbound Approach	250
300 ·			
250 ·	Φ, , , , , , , , , , , , , , , , , , ,		– 200
200 -			- 150
150 -			- 100
100 -			- 50
50 -			
0 -	6:00 AM 7:00 AM 8:00 AM 9:00 AM 10:00 AM	11:00 AM 12:00 PM 1:00 PM 2:00 PM 3:00 PM 4:00 PM 5:00 PM 6:00 PM 7:00 PM 8:00 PM 9	0 PM

15-Minute Motor Vehicle Data

Greydon Avenue & High School West DW

Count Basics Page 5 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Motor Vehicle Data

Ë	-iviinute ivi	0.01	VCIIIC	T	·u		1		+					1		1		→					
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	ገ om South			Fr	om W	est				
	e Period		High S			W				venue				om south				don A			15-Min	Hourly	
	rt Time	Right	Thru	Left	U-Tn		Right	Thru	Left	_	Total	Right	Thru	Left U-	Total	Right			U-Tn	Total	Totals	Sum	PHF
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	6:45 AM	1	0	7	0	8	0	4	0	0	4	0	0	0	0 (0	26	0	0	26	38	362	0.57
	7:00 AM	2	0	2	0	4	0	6	0	0	6	0	0	0	0 (0	29	0	0	29	39		
poi	7:15 AM	17	0	11	0	28	0	20	0	0	20	0	0	0	0 (0	79	0	0	79	127		
Peri	7:30 AM	33	0		0		0	18	0		18	0	0	0	0 (0	_	0		94			
k P	7:45 AM	0					0	0			0	0	0	0	0 (0	_	0		0			
Peak	8:00 AM	0		_	_		0	0	0		0	0	0	0	0 (0		0	_	0	0		
AM	8:15 AM	0		_		_	0	0	0		0	0	0	0	0 (0		0		0	0		
A	8:30 AM	0		_	_	_	0	0			0	0	0		0 (0	_			0			
	8:45 AM	0					0	0	0		0	0	0	0	0 (0		0		0	0		
	9:00 AM	0		_		_	0	0	0		0	0	0	0	0 (0	-	0		0	0		
	9:15 AM	0		_	_		0	0	0	0	0	0	0	0	0 (0	-	0		0	0		
	9:30 AM	0		_		_	0	0	0		0	0	0	0	0 (0	_	0		0			
	9:45 AM 10:00 AM	0					0	0			0	0	0		0 0	0 0	_	0		0	0	-	-
	10:00 AM 10:15 AM	0					0	0	0		0	0	0	0	0 0	0 0		0		0	0		1
	10:15 AM 10:30 AM	0		_	_		0	0			0	0	0		0 0	0 0		0	_	0		1	\vdash
	10:30 AM 10:45 AM	0					0	0			0	0	0	0	0 0	0 0		0		0		—	_
	11:00 AM	0		_	_	_	0	0			0	0	0	0	0 0	0 0	_	0		0		—	_
Period	11:15 AM	0					0	0	0		0	0	0	0	0 0	0 0		0		0	0	-	
Pen	11:30 AM	0		_	_	0	0	0	0	0	0	0	0	0	0 0	0 0		0		0	0		
	11:45 AM	0		_	_	0	0	0			0	0	0	-	0 (1 -	-	0	_	0			
Peak	12:00 PM	0					0	0			0	0	0		0 (0 0				0			
	12:15 PM	0		_			0	0			0	0	0		0 (0 0	_			0			
idday	12:30 PM	0					0	0		_	0	0	0		0 (0 0				0	0		
Ž	12:45 PM	0	0	0			0	0		_	0	0	0	0	0 (0 0		0		0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0	0	0	0	0		
	2:30 PM	2	0	1	0	3	0	6	0	0	6	0	0	0	0 (0		0				239	0.49
	2:45 PM	2	0		0		0	10	0		10	0	0	0	0 (0		0		15			
	3:00 PM	65	0		0		0	17	0		17	0	0	0	0 (0		0		24			
	3:15 PM	20	0	_	0		0	20	0	_	20	0	0	0	0 (0		0	_	14			
	3:30 PM	0					0	0			0	0	0		0 (0		0		0			
	3:45 PM	0		_			0	0	0		0	0	0	0	0 (0	_	0		0			
	4:00 PM	0				_	0	0	0		0	0	0	0	0 (0	-	0		0	0		
	4:15 PM	0					0	0			0	0	0		0 (0	_	0		0		-	
	4:30 PM	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		
_	5:00 PM 5:15 PM	0			_	0	0	0	0		0	0	0	0	0 (0 0	0	0		0	0		
Period		0	_	_		0	0	0	0		0	0	0	0	0 0	0 0	0	0	_	0	0		1
Pel	5:30 PM 5:45 PM	0					0	0	0		0	0	0	0	0 0	0 0		0		0	0	—	
eak	6:00 PM	0		_			0	0			0	0	0		0 0	0 0	_	0		0	0	-	
o.	6:15 PM	0				_						0				0 0			_			-	
PM	6:30 PM	0					0				0	0	0		0 0					0			
	6:45 PM	0					0				0	0			0 (
	7:00 PM	0					0				0	0			0 (-							
	7:15 PM	0					0				0	0	0		0 (0			
	7:30 PM	0				0	0				0	0	0		0 (0				0	0		
	7:45 PM	0					0				0	0	0		0 (0					
	8:00 PM	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		
	8:30 PM	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		
	9:00 PM	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		
	9:30 PM	0					0				0	0	0		0 (0		0			
	9:45 PM	0					0	_	0		0	0	0		0 (_		0		0		1	1 7
Tot	als	142	0	60	0	202	0	101	0	0	101	0	0	0	0 (0 0	298	0	0	298	601		-

Peak Hour All Vehicle Volume Summary

				Ψ					+					1					→			
Hourly	у		Fre	om No	rth			Fi	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Time F	Period		High So	hool W	est DV	V		Grey	don A	venue								Grey	don A	/enue		Hourly
Start 1	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 6:	:45 AM	53	0	33	0	86	0	48	0	0	48	0	0	0	0	0	0	228	0	0	228	362
MD 1	.2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:	:30 PM	89	0	27	0	116	0	53	0	0	53	0	0	0	0	0	0	70	0	0	70	239

PHF
0.57
0.49

15-Minute Automobile Data

Greydon Avenue & High School West DW

Count Basics Page 6 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

IJ	Minute A	atomic	ושוענ	Jata																		
				¥					+					1					→			
	Minute			om No					rom E				Fr	om So	uth				om W			
	e Period		_	chool V					don A										ydon A			15-Min
itar	t Time	Ŭ	Thru		U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	_	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 AM 6:15 AM	0	0				0	0	0	_	0	0	0	0		0	0	0		0		0
	6:30 AM	0	0					0	0		0	0	0	0		0	0	0			0	0
	6:45 AM	1	0				0	3	0		3	0	0	0		0	0	26	0		26	37
	7:00 AM	2	0	_	_		0	5	0	_	5	0	0	0		0	0	29	0	_	29	38
ō	7:15 AM	17	0		0		_	18	0		18		0	0		0	0	77	0		77	123
Period	7:30 AM	33	0	_	_		0	17	0	0	17	0	0	0		0	0	94	0	0	94	157
9	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
Ĭ	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
AM	8:30 AM	0	0				0	0	0		0	0	0	0		0	0	0			C	0
	8:45 AM	0	0				0	0	0				0	0		0	0	0			C	0
	9:00 AM	0	0				0	0	0	_		0	0	0		0	0	0			0	0
	9:15 AM	0	0				0	0	0			0	0	0		0	0	0			0	0
	9:30 AM	0	0				0	0	0	_		0	0	0		0	0	0			0	0
	9:45 AM 10:00 AM	0	0					0	0	_			0		_	0	0			-	0	0
	10:00 AM 10:15 AM	0	0				0	0	0			0	0	0		0	0	0			0	0
	10:30 AM	0	0				0	0	0	_		0	0	0		0	0	0		_	-	0
	10:45 AM	0	0				0	0	0			_	0	0		0	0	0			0	0
0	11:00 AM	0	0				0	0	0			0	0	0		0	0	0			0	0
rerioa	11:15 AM	0	0					0	0		0	0	0	0		0	0	0		_	C	0
	11:30 AM	0	0					0	0	0	0	0	0	0		0	0	0			C	0
Реак	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0					0	0		0	0			_	0	0			_	C	0
Maday	12:15 PM	0	0				_	0	0				0	0	_	0	0			_	C	0
ğ	12:30 PM	0	0				0	0	0			0	0	0		0	0			_	C	0
<	12:45 PM	0	0				0	0	0		0	0	0	0		0	0				0	0
	1:00 PM 1:15 PM	0	0				0	0	0			0	0	0		0	0	0			0	0
	1:30 PM	0	0				0	0	0	_		0	0	0	_	0	0	0			0	0
	1:45 PM	0	0					0	0			0	0	0		0	0				0	0
	2:00 PM	0	0	_		_	0	0	0		_		0	0	_	0	0	0		_	C	_
	2:15 PM	0	0				0	0	0			0	0	0		0	0	0			0	0
	2:30 PM	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	17	0	0	17	25
	2:45 PM	2	0			2	0	10	0	0	10	0	0	0	0	0	0	15	0		15	27
	3:00 PM	65	0	_			0	13	0			_	0	0		0	0	24		_	24	
	3:15 PM	20	0				0	18	0	_			0	0		0	0	14			14	
	3:30 PM	0	0					0	0			0	0	0		0	0				0	0
	3:45 PM	0	0				0	0	0		0	0	0	0		0	0	0		_	0	0
	4:00 PM 4:15 PM	0	0				0	0	0	_	0	0	0	0	_	0	0	0			0	0
	4:15 PM 4:30 PM	0	0				0	0	0	_			0	0		0	0	0			0	0
	4:45 PM	0	0				0	0	0			0	0	0		0	0	0		_	0	0
	5:00 PM	0	0				0	0	0		0	0	0	0		0	0	0			0	0
pc	5:15 PM	0	0				0	0	0		0	0	0	0		0	0	0			C	0
Period	5:30 PM	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			C	0
л Реак	6:00 PM	0	0				0	0	0		0	0	0	0		0	0	0			C	0
ż	6:15 PM	0	0					0	0				_			0	0				0	0
<u>_</u>	6:30 PM	0	0					0	0							0						
	6:45 PM	0	0				_	0	0							0	0				0	
	7:00 PM 7:15 PM	0	0					0	0							0					0	0
	7:15 PM 7:30 PM	0	0					0	0			0				0						
	7:45 PM	0	0					0	0							0	0					
	8:00 PM	0	0					0	0			_				0	0				0	0
	8:15 PM	0	0				_	0	0			_				0	0					
	8:30 PM	0	0					0	0							0	_			_	C	0
	8:45 PM	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
	9:00 PM	0	0				0	0	0			0		0		0	0	0			0	0
	9:15 PM	0	0					0	0							0	0				C	
	9:30 PM	0	0					0	0			_				0	0			_	C	0
	9:45 PM	0	0		_			0	0	_		0		_	_	0	0		_	-	0	0
)ta	als	142	0	60	0	202	0	89	0	0	89	0	0	0	0	0	0	296	0	0	296	587

Peak Hour Automobile Volume Summary

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				Ψ					+					1					→			
Ηοι	ırly		Fre	om No	rth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		High So	chool V	Vest D\	٧		Grey	don A	venue								Grey	don A	venue		Hourly
Sta	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	6:45 AM	53	0	33	0	86	0	43	0	0	43	0	0	0	0	0	0	226	0	0	226	355
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	89	0	27	0	116	0	46	0	0	46	0	0	0	0	0	0	70	0	0	70	232

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

Greydon Avenue & High School West DW

 Count Basics
 Page 7 of 13

 Start Date:
 Monday, November 6, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events

Single Unit (SU) Trucks & Buses

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

	Minute Si	iigie c	כן זוווג	'''	uck &	DUS D	ala				_					_						_
			_	Ψ				-	←		I	_	1				-	→				
	Minute			om No					rom East			Fr	om So	uth				om W				
	e Period	Di-la			Vest DV		D:-ba		don Avenue		D:-ba	Th	1 - 64	11.7.	Tatal	Di-ba		don A		T-4-1	15-Min	Hour
Star	t Time 6:00 AM	Right 0	Thru 0	Left 0	-	Total 0	Right 0	Thru 0	Left U-Tr	Total	Right 0	Thru 0	Left 0		Total 0	Right 0	Thru 0	Left 0	U-Tn	Total	Totals	Sum
	6:15 AM	0	0	0		0	0	0		0 0	0	0	0						_	0	0	
	6:30 AM	0	0	0		0	0			0 0	0		0			0				0	0	
	6:45 AM	0	0	0		0	0	1		0 1	0	0	0		0	0				0	1	
	7:00 AM	0	0	0		0	0	1		0 1	0	_	0		_					0	1	
ğ	7:15 AM	0	0	0		0	0	2		0 2	. 0	0	0		0	0				2	4	
Period	7:30 AM	0	0	0	0	0	0	1	0	0 1	. 0	0	0	0	0	0	0	0	0	C	1	
K P	7:45 AM	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	C	0	
Peak	8:00 AM	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	
7	8:15 AM	0	0	0		0	0	0		0 0	0		0							C		
AM	8:30 AM	0	0	0		0	0	0		0 0										C		
	8:45 AM	0	0	0		0	0	0		0 0	0	0	0							C		
	9:00 AM	0	0	0		0	0			0 0	0		0							0	0	
	9:15 AM	0	0	0		0	0	0		0 0	0	0	0			0				0	0	_
	9:30 AM 9:45 AM	0	0	0		0	0	0		0 0										0		
	10:00 AM	0	0		-	0	0	_		0 0	0							_	_	0		
	10:00 AM	0	0	0		0	0	0		0 0	0	0	0		0	0				-	0	
	10:30 AM	0	0	0		0	0	0		0 0	0	_	0					_		0	0 0	
	10:45 AM	0	0	0		0	0	0		0 0			0							0		
ø	11:00 AM	0	0	0		0	0	0		0 0	0	0	0							C	0	
Period	11:15 AM	0	0	0		0	0	0		0 C	0	0	0	0	0	0	0			C	0	
	11:30 AM	0	0	0		0	0	0		0 0	0	0	0							C		
Peak	11:45 AM	0	0	0		0	0	0		0 C	0		0							C		
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Midday	12:30 PM	0	0			0	0			0 0			0							0		
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	1:45 PM	0	0	0		0	0			0 0	0		0							0		
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	2:15 PM	0	0	0		0	0	0		0 0			0							0		
	2:30 PM	0	0	0		0	0	1		0 1	0		0							0	1	
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	3:00 PM	0	0	0	0	0	0	4	0	0 4	0	0	0	0	0	0	0	0	0	C	4	
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	3:45 PM	0	0	0		0	0	0		0 0	0	0	0							C	0	
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	4:15 PM	0	0	0		0	0	0		0 0	0	0	0			0				0	0	l
	4:30 PM	0	0	0		0	0	0		0 0	0		0			_		_		0	0	
	4:45 PM 5:00 PM	0	0	0		0	0	0		0 0	0	0	0			0				0		
ø	5:15 PM	0	0	0		0	0			0 0	0	0	0							0	0	
Period	5:30 PM	0	0	0		0	0	0		0 0	0	0	0							0	0	
	5:45 PM	0	0	0		0	0	0		0 0	_	0	0							0	0	
Peak	6:00 PM	0	0	0		0	0	0		0 0	0	0	0							C	0	
1 P	6:15 PM	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0		C	0	
8	6:30 PM	0	0			0				0 0	0	0								C		
	6:45 PM	0	0	0		0	0			0 0	0		0							C		
	7:00 PM	0	0			0	0			0 0	_									0	_	
	7:15 PM	0	0			0	0			0 0										C		
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	9:00 PM	0	0			0	0			0 0	_									0		l
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	9:30 PM	0	0			0	0			0 0	_									0		
	9:45 PM	0	0			0	0			0 0										0	_	
	als	0			-	0	_	_		0 11	_					_		_				•

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

Pe	ak nour 3i	iigie (כן אוווכ	0) 11	uck a	buses	voiui	ille Su	IIIIIIa	ıy												
				Ψ					+					1					→			
Hou	ırly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Tim	e Period					N		Gre	ydon A	venue								Grey	don A	venue		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	6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6

15-Minute Semi-Truck Data

Greydon Avenue & High School West DW

Count Basics Page 8 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Semi-Truck Data

			ruck D				_										_						
				Ψ					+	-				1					→				ſ
L5-N	/linute		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om V	/est			ı
Γim	e Period		High So	hool V	Vest D\	N		Gre	ydon A	venue								Grey	ydon A	venue		15-Min	ŀ
itar	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	Totals	9
	6:00 AM	0	0	0		0	0	0		0	0	0	0	0	0	0	0	0	C	0	0	0	
	6:15 AM	0	0	0		0	0			0	0	0			_	0	0	0			0		L
	6:30 AM	0	0			0	0			0	0	0				0	0	0			0	0	L
	6:45 AM	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	L
g	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	L
Period	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
٦	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	L
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	L
7	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
Ā	8:30 AM	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	C	0	0	0	L
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0		0	0	0	L
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	L
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	C	0	0	0	L
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	L
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	C	0	0	0	
	10:45 AM	0	0				0	0		0	0	0			0	0		0			0	0	
g	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Γ
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Г
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
ģ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
Midday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
Ξ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	C	0	0	1	
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	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Γ
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Γ
00	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Γ
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Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	Γ
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3	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
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ı	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
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Peak Hour Semi-Truck Volume Summary

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Hou	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	Time Period High School West D				Vest D\	N		Grey	/don A	venue								Grey	/don A	venue		Hourly
Star	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	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	1	0	0	1	. 0	0	0	0	0	0	0	0	0	0	1

15-Minute Heavy Vehicle Data

Greydon Avenue & High School West DW

Count Basics Page 9 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Heavy Vehicle Data

S-Minute	5-Minute H	eavy v	venicie	e Dat	a						_					_						
Time Parish Time Parish Time		Minute From North Period High School West DW						_	←		I	_					_	→				
New York Park Time 1989 Ti												Fr	om So	uth								
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99.0 AM		_			-					_	_							_	_	Total	Totals	Sum
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10.00 AM	9:30 AM	0	0	0	0	0	0	0	0 (0	0	0	0	0	0	0	0	0	0	C	0	
10:30 AM	9:45 AM	0	0	0	0	0	0	0	0 (0	0	0	0	0	0	0	0	0	0	0	0	
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Peak Hour Heavy Vehicle Volume Summary

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				Ψ					+					1					→			
Ηου	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		High So	chool V	Vest D\	N		Grey	/don A	venue								Gre	don A	venue		Hourly
Star	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
ΑM	6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7

15-Minute Heavy Vehicle Percentages

Greydon Avenue & High School West DW

 Count Basics
 Page 10 of 13

 Start Date:
 Monday, November 6, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events

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

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	Minute			rom I						om Ea				Fre	om So	utn				om W			Heavy	Hea
	ne Period	Dieles		1	_	est DW		Diales.		don Av		Tatal	Di-la	Th	1-6	11.7-	Takal	Di-la	- 1	don Av	- 1	Takal	Vehicle	Veh
a	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	Percent	Per
	6:00 AM	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	6:15 AM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	6:30 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_
	6:45 AM	0.0	0.0		.0	0.0	0.0	0.0	25.0	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	2.6	
_	7:00 AM	0.0	0.0	_	_	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	-
ĕ	7:15 AM	0.0	0.0	_	.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	3.1	-
rerioa	7:30 AM	0.0	0.0		.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	-
	7:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
reak	8:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Ž	8:15 AM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Ţ	8:30 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	8:45 AM 9:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
		0.0	0.0	_	.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	9:15 AM 9:30 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	9:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
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	10:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		\vdash
	10:15 AM 10:30 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:30 AM 10:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:45 AM 11:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
2	11:00 AM 11:15 AM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
3	11:15 AM 11:30 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	11:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
5	12:00 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
בְּיבְיבְיבְיבְיבְיבְיבְיבְיבְיבְיבְיבְיבְי	12:30 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	12:45 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
•	1:00 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0		.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	
	2:45 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0		.0	0.0	0.0	0.0	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	
	3:15 PM	0.0	0.0	_	.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	
	3:30 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3	5:15 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Š	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	0.0	0.0	0.0	0.0	0.0	0.0	
ĭ	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	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 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	0.0	
	7:45 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	0.0	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	0.0	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	0.0	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	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	0.0	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	0.0	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	0.0	0.0	
	9:30 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	0.0	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				_	_	$\overline{}$	0.0	0.0	11.9	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	2.3	-

Peak Hour Heavy Vehicle Percentages Summary

Pe	ak Hour H	eavy v	venici	e Per	centa	ges Sur	nmar	у														
				Ψ					+					1					→			Hourly
Hou	ırly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Heavy
Tim	e Period High School West DW				N		Grey	/don A	venue								Grey	ydon Av	venue		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	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	1.9
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9

15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School West DW

Count Basics Page 11 of 13 Start Date: Monday, November 6, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

				-		ossing	1		ossing			ossing			ſ	
_	Vinute	North App			East App		¥	South App	oroach 💠		West App	oroach 🗼		15-Min	L	Uarrely
	e Period t Time	Pedestrian	chool West D\ Bicyclist	v Total	Pedestrian	don Avenue Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	don Avenue Bicyclist	Total	Totals		Hourly Sum
Jtui	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	F	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	F	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		1
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	L	
jod	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
Period	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
Peak	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
٩	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	F	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	l	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	F	
iod	11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	╟	
Period	11:15 AM 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	┢	
3k	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	H	
Peak	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı	
αλ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	T	
Midday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ľ	
Z	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ļ	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ŀ	
	2:15 PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13
	3:00 PM	16	0	16	0	0	0	0	0	0	0	0	0	16	ŀ	
	3:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	F	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ĺ	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┝	
70	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┢	
Period	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H	
Pe	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H	
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l	
1 Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı	
ΡM	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ī	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┝	
	7:45 PM 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┢	
	8:00 PM 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┢	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	┢	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ſ	
Tota	als	20	0	20	0	0	0	0	0	0	0	0	0	20		

Special Pedestrians

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/helpe	Х					
Elderly/Disabled (except wheelchai	Х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

 Count Basics
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 Start Date:
 Monday, November 6, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events

15-Minute Adult & Children Count (Manual Entry)

Greydon Avenue & High School West DW

15-Minute Adult & Children Pedestrian Data

Adults & Children

15-Minute Fime Period Start Time 6:00 AM 6:15 AM	North Ap		A/	East Ap	proach ydon Avenue	1	Cı South Ap	rossing proach •	-	West Ap	rossing proach ydon Avenue	<u> </u>	15-Min		
							Total	A -1 - 14 -	Children	T-4-1			Tabal		Ho
ota	_	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Su
		0		0	0		0	0		0	0		0	0	
		0		0	0		0	0		0	0		0	0	
	6:30 AM	0		0	0		0	0		0	0		0	0	
	6:45 AM	0		0	0		0	0		0	0		0	0	
	7:00 AM	1		1	0		0	0		0	0		0	1	
ø		0		0	0		0	0		0	0		0	0	
Period	7:30 AM	0		0	0		0	0		0	0		0	0	
В	7:45 AM	0		0	0		0	0		0	0		0	0	l
쑮	9:00 AM	0		0	0		0	0		0	0		0		l
Peak	8:00 AM													0	—
Š	8:15 AM	0		0	0		0	0		0	0		0	0	_
₹		0		0	0		0	0		0	0		0	0	
	8:45 AM	0		0	0		0	0		0	0		0	0	
	9:00 AM	0		0	0		0	0		0	0		0	0	
	9:15 AM	0		0	0		0	0		0	0		0	0	
	9:30 AM	0		0	0		0	0		0	0		0	0	
	9:45 AM	0		0	0		0	0		0	0		0	0	
Ī	10:00 AM	0		0	0		0	0	l	0	0		0	0	ı⊢
															
	10:15 AM	0		0	0		0	0		0	0		0	0	1 -
	10:30 AM	0		0	0		0	0		0	0		0	0	1 L
	10:45 AM	0		0	0		0	0		0	0		0	0	
ğ	11:00 AM	0		0	0		0	0		0	0		0	0	
ric	11:15 AM	0		0	0		0	0		0	0		0	0	
Peak Period	11:30 AM	0		0	0		0	0		0	0		0	0	
×	11:45 AM	0		0	0		0	0		0	0		0	0	
ě	12:00 PM	0		0	0		0	0		0	0		0	0	
Ξ	12:00 F W	0		0	0		0	0		0	0		0		
Midday	12:15 PM													0	-
Ę	12:30 PM	0		0	0		0	0		0	0		0	0	
<	12:15:11	0		0	0		0	0		0	0		0	0	_
	1:00 PM	0		0	0		0	0		0	0		0	0	
	1:15 PM	0		0	0		0	0		0	0		0	0	
	1:30 PM	0		0	0		0	0		0	0		0	0	
	1:45 PM	0		0	0		0	0		0	0		0	0	
	2:00 PM	0		0	0		0	0		0	0		0	0	
	2:15 PM	0		0	0		0	0		0	0		0	0	
					0						0				
	2:30 PM	0		0			0	0		0			0	0	
	2:45 PM	0		0	0		0	0		0	0		0	0	
	3:00 PM	16		16	0		0	0		0	0		0	16	
	3:15 PM	3		3	0		0	0		0	0		0	3	
	3:30 PM	0		0	0		0	0		0	0		0	0	
	3:45 PM	0		0	0		0	0		0	0		0	0	
	4:00 PM	0		0	0		0	0		0	0		0	0	
	4:15 PM	0		0	0		0	0		0	0		0	0	
	4:30 PM	0		0	0		0	0		0	0		0	0	1 -
															1 -
	4:45 PM	0		0	0		0	0		0	0		0	0	1 -
	5:00 PM	0		0	0		0	0		0	0		0	0	I L
00	5:15 PM	0		0	0		0	0		0	0		0	0	
Period	5:30 PM	0		0	0		0	0		0	0		0	0	
4	5:45 PM	0		0	0		0	0		0	0		0	0	
PM Peak	6:00 PM	0		0	0		0	0		0	0		0	0	
Pe	6:15 PM	0		0	0		0	0		0	0		0	0	
Š	6:30 PM	0		0	0		0	0		0	0		0	0	
•															1 -
	6:45 PM	0		0	0		0	0		0	0		0	0	<u> </u> -
	7:00 PM	0		0	0		0	0		0	0		0	0	I
	7:15 PM	0		0	0		0	0		0	0		0	0	I L
	7:30 PM	0		0	0		0	0		0	0		0	0	
	7:45 PM	0		0	0		0	0		0	0		0	0	
	8:00 PM	0		0	0		0	0		0	0		0	0	
	8:15 PM	0		0	0		0	0		0	0		0	0	
	8:30 PM	0		0	0		0	0		0	0		0	0	
	8:45 PM	0		0	0		0	0		0	0		0	0	1 -
															I -
	9:00 PM	0		0	0		0	0		0	0		0	0	I
	9:15 PM	0		0	0		0	0		0	0		0	0	I⊫
	9:30 PM	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				

Count Basics			Page 13 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number	of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Greydon Avenue & High School West DW

Bicyclists

15-Minute Bicycle Data

	Minute Bi	Cycle	Data											-									_
_				Ψ				_	+					1					→				
	Vinute			om No					rom E				Fr	om So	uth				om W				1
	e Period				Vest D\				ydon A										don A			15-Min	Ho
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn			Thru	Left	U-Tn	Total	Totals	Su
	6:00 AM					0					0					0	_				C	0	
	6:15 AM					0					0					0					C	0	l L
	6:30 AM					0					0					0					C	0	
	6:45 AM					0					0					0					C	0	
	7:00 AM					0					0					0	_				C	0	
Peak Period	7:15 AM					0					0					0					C	0	
eri	7:30 AM					0					0					0					C	0	
2	7:45 AM					0					0					0					C	0	
ea	8:00 AM					0					0					0					C	0	
7	8:15 AM					0					0					0					C	0	
AM	8:30 AM					0					0					0					C	0	
	8:45 AM					0					0					0					C	0	
	9:00 AM					0					0					0					0	0	
	9:15 AM					0					0					0					C	0	
	9:30 AM					0					0					0					C	0	
	9:45 AM					0					0					0					C	0	
	10:00 AM					0					0					0	_				C	0	
	10:15 AM					0					0					0					0	0	
	10:30 AM					0					0					0					0	0	
	10:45 AM					0					0					0					0		
~	11:00 AM					0					0					0					0	_	l H
Period	11:15 AM					0					0					0					0		l H
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¥	11:45 AM					0					0					0					0		l
Peak	12:00 PM					0					0					0					0		
ž	12:15 PM					0	_				0					0					0	1	
Midday											0						_					_	 -
Ę	12:30 PM					0	_				0					0					0	_	l
<	12:45 PM					0					_					0					C	0	l I—
	1:00 PM					0					0					0					C	_	l I—
	1:15 PM					0					0					0					C	_	I
	1:30 PM					0					0					0					C		l ⊨
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	2:15 PM					0					0					0					C		
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	3:30 PM					0					0					0					C	0	
	3:45 PM					0					0					0					C	0	
	4:00 PM					0					0					0					0	0	
	4:15 PM					0					0					0					C	0	
	4:30 PM					0					0					0					C	0	
	4:45 PM					0					0					0					C	0	
	5:00 PM					0					0					0					C	0	
p	5:15 PM					0					0					0					C	0	
Period	5:30 PM					0					0					0	_				C	0	
P	5:45 PM					0					0					0					C	0	
A Peak	6:00 PM					0					0					0					C	0	
Pe	6:15 PM					0					n					0					0		
S	6:30 PM					0					0					0	_				C		
•	6:45 PM					0					0					0					0		⊢
	7:00 PM					0					0					0					0		⊢
	7:15 PM					0					0					0					C		⊢
	7:30 PM					0					0					0					0		⊢
	7:45 PM					0					0					0					0		⊢
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	8:15 PM					0					0					0					0		⊢
	8:30 PM					0					0					0					C		⊢
	8:45 PM					0					0					0					C		I ⊫
	9:00 PM					0					0					0					C		I L
	9:15 PM					0					0					0					C		∣ L
	9:30 PM					0					0					0					0		
	9:45 PM					0					0					0					0	0	1 1
	31.13.111															`					`		

Peak Hour Bicycle Turning Movement Volume Summary

re	ak noui bi	cycle	Tullill	ig ivit	veili	ent vo	iuille .	Julilli	iai y													
				Ψ					+					1					→			
Ηοι	e Period High School West DW						F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total	
Tim	e Period		High So	chool V	Vest D\	N		Gre	ydon A	venue								Gre	don A	venue		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	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics	Versio	on 2023.10	Page 1 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of	Hours Counted: 2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue
Minor St: High School East DW

Intersection of: Greydon Avenue & High School East DW

Site Information

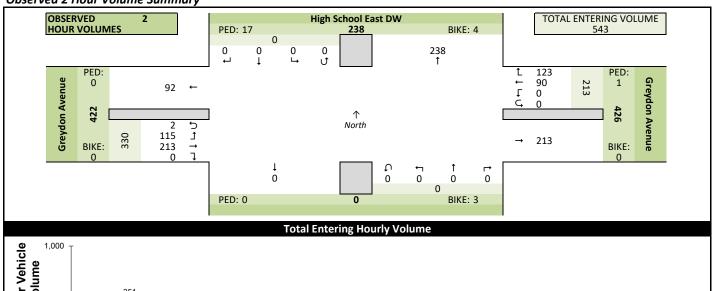
Municipality	Village of East Troy			
County	64 - Walworth	WisDOT	「Region	SE
Traffic Control	Partial Stop Control			
Roadway Names		North Directio	n	↑
North Leg	High School East DW			
East Leg	Greydon Avenue			
South Leg				
West Leg	Greydon Avenue			
Special Considera	ations			
Schools	In Session			
Holidays	None			
Special Events	None			
Special Pedestria	ins Observed			
	Pre-s	chool children	None	
	Elementry school	ol age children	None	
Visua	ally impaired (white car	ne/helper dog)	None	
	Elderly/disabled (excep	t wheelchairs)	None	
	Wheelchairs/el	ectric scooters	None	
Other (de	scribe)	None	None	

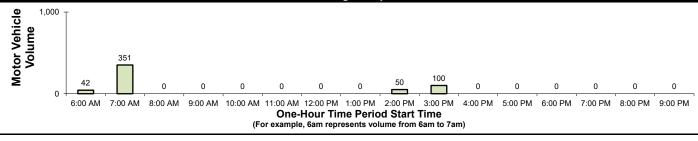
Count Information

IX_ID:

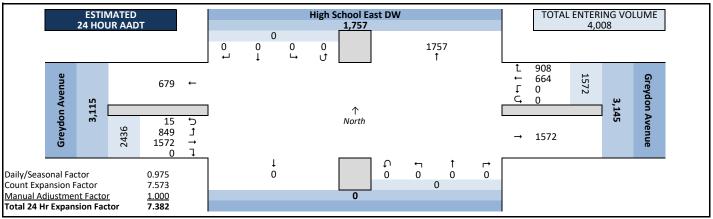
Count		macic	<i>7</i> 111					
Hrs Cou	unted:	06:45 /	AM-07:45	5 AM ar	nd 02:30	0 PM-03:30 PN	М	
1st Day	of Cou	int	Thursda	y, Nove	mber 2	, 2023	Weath	ner
IA	VI Peak	Period	Friday, N	Novemb	oer 3, 20	023	Clear 8	& Dry
Midda	y Peak	Period	Thursda	y, Nove	mber 2	, 2023	Clear	& Dry
PI	VI Peak	Period	Thursda	y, Nove	mber 2	, 2023	Clear	& Dry
Calcula	ted Pea	ak Hour	S					
	AM	6:45-7:	45am	MD			PM	2:30-3:30pm
Peak H	ours Se	lected f	for Analy	sis				
	AM	6:45-7:	:45am	MD			PM	2:30-3:30pm
Dail	y/Seasc	nal Adj	justment	Group	(2) Urb	an Arterials &	Collecto	rs
	(Count Ex	xpansion	Group	(2) Urb	an Arterials &	Collecto	rs
Dail	y/Seasc	nal Adj	ustment	Factor	0.975	Count E	Expansior	n Factor 7.573
Co	mpany	Name	TADI, In	C.			Man	ual Adj. 1.000
		/	AM Peak	Period	Video A	Amy Scheuerle	ein	
Obs	servers	Midd	day Peak	Period	None			
			PM Peak	Period	Video A	Amy Scheuerle	ein	
Com	nments							
		2021 D	OT Daily	& Seas	onal Fa	ctors		

Observed 2 Hour Volume Summary





Estimated 24 Hour AADT



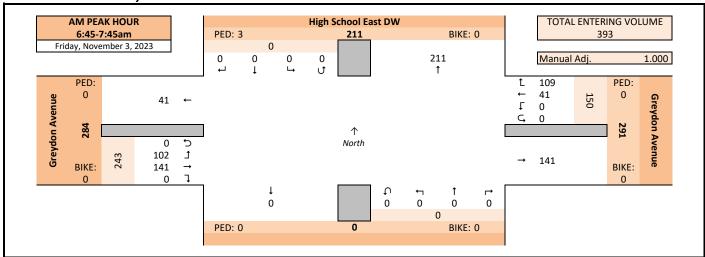
Peak Hour Volume Graphical Summary

Greydon Avenue & High School East DW

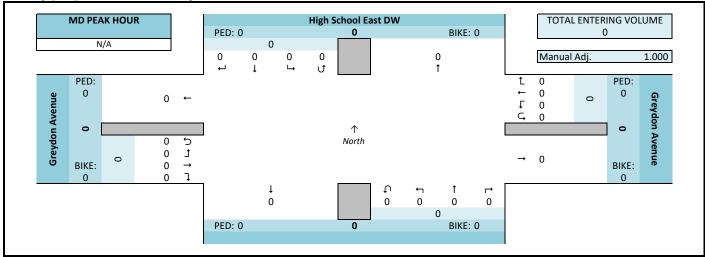
Count Basics Page 2 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



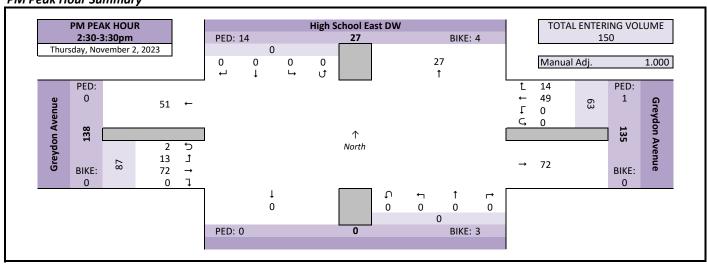
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

Greydon Avenue & High School East DW

 Count Basics
 Page 3 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Frid	lay, November 3, 2023		Fre	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	'est		
	AM Peak Hour		High S	chool I	East DV	V		Grey	don A	venue								Grey	don A	venue		
	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
	6:45 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	0	17	9	0	26	42
×	7:00 AM	0	0	0	0	0	5	7	0	0	12	0	0	0	0	0	0	15	6	0	21	33
ĕ	7:15 AM	0	0	0	0	0	36	12	0	0	48	0	0	0	0	0	0	51	21	0	72	120
ž	7:30 AM	0	0	0	0	0	55	19	0	0	74	0	0	0	0	0	0	58	66	0	124	198
ec 2	Peak Hour Volume	0	0	0	0	0	109	41	0	0	150	0	0	0	0	0	0	141	102	0	243	393
Ē	Rounded Hourly Volume	0	0	0	0	0	110	40	0	0	150	0	0	0	0	0	0	140	100	0	240	390
₹	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	1.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	1.5
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.50	0.54	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.39	0.00	0.49	0.50

N/A			Fre	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	'est		
	MD Peak Hour		High S	chool I	ast DW	V		Grey	don A	venue								Grey	don A	venue		
_	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
log	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
kΉ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
) ×	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ga	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Jid Jid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thu	rsday, November 2, 2023		Fre	₩ om No	orth			Fi	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	est		
	PM Peak Hour		High S	chool E	ast DV	V		Grey	don A	venue								Grey	don A	venue		
	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
	2:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	12	0	0	12	16
'n	2:45 PM	0	0	0	0	0	6	9	0	0	15	0	0	0	0	0	0	11	8	0	19	34
۶ اج	3:00 PM	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	0	31	3	2	36	63
Ιž	3:15 PM	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	0	18	2	0	20	37
Pec	Peak Hour Volume	0	0	0	0	0	14	49	0	0	63	0	0	0	0	0	0	72	13	2	87	150
Ī	Rounded Hourly Volume	0	0	0	0	0	15	50	0	0	65	0	0	0	0	0	0	70	15	0	85	150
P	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.58	0.51	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.41	0.25	0.60	0.60

Peak Hour Pedestrian and Bicyclist Volumes

_	destrians and Bicyclists				Cr	ossing	1	Cr	ossing		Cr	ossing 🛧		Total
	4 4	North App	oroach		East App	oroach	1	South App	oroach 💠	-	West App	oroach 🗼		Ped &
	K 00	High S	chool East D\	N	Grey	don Avenue					Gre	ydon Avenue		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
18	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
	Total	3	0	3	0	0	0	0	0	0	0	0	0	3
	-													_
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
٦	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
SN	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	1	1	0	0	0	0	3	3	0	0	0	4
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
18	3:00 PM	13	1	14	0	0	0	0	0	0	0	0	0	14
	3:15 PM	0	1	1	1	0	1	0	0	0	0	0	0	2
	Total	14	4	18	1	0	1	0	3	3	0	0	0	22

Hourly Volume Summary - Motor Vehicle Data

Greydon Avenue & High School East DW

 Count Basics
 Page 4 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

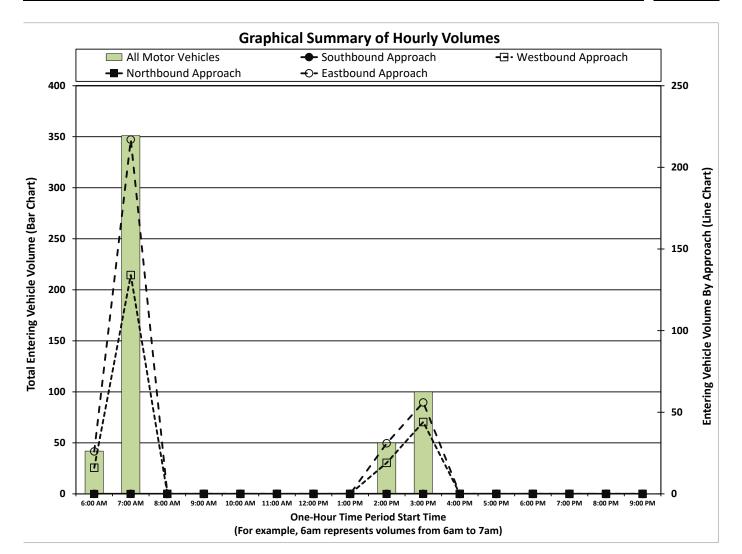
 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events



One-Hour Motor Vehicle Data

				Ψ					+					1					→			
One	-Hour		Fre	om No	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Tim	e Period		High S	chool I	East DV	V		Grey	don A	venue								Grey	don A	enue/		Vehicle
Star	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
	6:00 AM	0	0	0	0	0	13	3	0	0	16	0	0	0	0	0	0	17	9	0	26	42
Σ	7:00 AM	0	0	0	0	0	96	38	0	0	134	0	0	0	0	0	0	124	93	0	217	351
A	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ИD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	8	11	0	0	19	0	0	0	0	0	0	23	8	0	31	50
	3:00 PM	0	0	0	0	0	6	38	0	0	44	0	0	0	0	0	0	49	5	2	56	100
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ЫM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	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
Tota	als	0	0	0	0	0	123	90	0	0	213	0	0	0	0	0	0	213	115	2	330	543

Direction	nal
Volume	
E/W	N/S
42	0
351	0
0	0
0	0
0	0
0	0
0	0
0	0
50	0
100	0
0	0
0	0
0	0
0	0
0	0
0	0
543	0



15-Minute Motor Vehicle Data

Greydon Avenue & High School East DW

Count Basics Page 5 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Motor Vehicle Data

15-Minute	Ť	-Minute M	<u> </u>		¥				+					Λ				→					
Search S	15-	Minute		Fr	om No	orth		F		ast			Fr	-			Fr	-	/est				
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Peak Hour All Vehicle Volume Summary

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Hourly		Fre	om No	orth			Fi	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Time Period		High S	chool E	ast DW	1		Grey	don A	venue								Grey	don A	/enue		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 6:45 AM	0	0	0	0	0	109	41	0	0	150	0	0	0	0	0	0	141	102	0	243	393
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	0	0	0	0	0	14	49	0	0	63	0	0	0	0	0	0	72	13	2	87	150

PHF	
0.50	
0.60	

15-Minute Automobile Data

Greydon Avenue & High School East DW

Count Basics Page 6 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	Minute		Fe-	Data ↓	v+b			F.	←			F	↑	uth			F	→ 'om \//	oct			
	viinute e Period		High S	om No		,			om East don Avenue			Fr	om So	utn				om W			15-Min	Hour
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	7:45 AM	0	0	0		0	0	0	0 0	_	0	0	0	0	_	0				0	0	
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	9:30 AM	0	0	0		0	0	0	0 0	_	0	0	0	0		0				0	0	-
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	10:45 AM	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0			0	0	
b	11:00 AM	0	0	0		0	0	0	0 0	_	0	0	0	0		0		0		0	0	
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	11:30 AM	0	0	0		0	0	0	0 0		0	0	0	0		0				0	0	
Peak	11:45 AM	0	0	0		0	0	0	0 0		0	0	0	0		0		0		0	0	
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Peak Hour Automobile Volume Summary

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Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Tim	e Period		High S	chool E	East DV	٧		Grey	/don A	venue								Grey	don A	venue		Hourly
Sta	rt Time	High School East DW Right Thru Left U-Tn Total						Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:45 AM	0	0	0	0	0	109	36	0	0	145	0	0	0	0	0	0	140	102	0	242	387
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	14	43	0	0	57	0	0	0	0	0	0	72	13	2	87	144

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

Greydon Avenue & High School East DW

 Count Basics
 Page 7 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events

Single Unit (SU) Trucks & Buses

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

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	Minute			om No					rom East			Fr	om So	uth				om W			45.44	l I
	e Period	Diales			East DW		Diele		don Avenue		D:-ba	Th	1 - 64	11.7.	Tatal	Diele		don A		T-4-1	15-Min	Hourl
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4	8:15 AM	0	0	0		0	0	0		0 0	0		0			0		0		C	_	
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Period	5:15 PM 5:30 PM	0	0	0		0	0	0		0 0	0	0	0			0		0			0	
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Peak	6:00 PM	0	0	0		0	0	0		0 0	0	0	0			0		0				
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Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Pe	ak nour 3i	iigie c	כן אוווכ	0) 11	uck o	buses	Volui	ne su	IIIIIII	ıy												
				Ψ					+					1					→			
Hou	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		chool E	ast DV	٧		Grey	/don A	venue								Grey	don A	venue		Hourly	
Star	art Time Right Thru Left U-Tn Tota							Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑM	M 6:45 AM 0 0 0 0						0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6

15-Minute Semi-Truck Data

Greydon Avenue & High School East DW

Count Basics Page 8 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Semi-Truck Data

-	Minute Se		uck D	ata																			
				Ψ	-				+	-				↑					→				ſ
15-I	Minute		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est			
Γim	e Period				East DV			Grey	ydon A									Grey	don A	venue		15-Min	١
itar	t Time	Right			U-Tn		Right	Thru	Left	U-Tn	Total	Right			U-Tn	Total	Right	Thru	Left		Total	Totals	S
	6:00 AM	0	0	0		0	0	0		0	0	0		_		0	0	0			0	0	L
	6:15 AM	0	0	0		0	0	0		0	0	0				0	0	0			0		L
	6:30 AM	0	0			0	0	0		0	0	0				0	0	0		_	0	0	L
	6:45 AM	0	0	0		0	0	0		0	0	0				0	0	0	0	_	0	0	L
	7:00 AM	0	0			0	0	0		0	0	0				0	0	0			0	0	L
9	7:15 AM	0	0			0	0	0	_	0	0	0				0	0	0			0	0	L
Period	7:30 AM	0	0	0	0	0	0	0	-	0	0	0				0	0	0	0		0	0	L
×.	7:45 AM	0	0				0	0		0	0	0				0	_	0			0	_	L
Peak	8:00 AM	0	0	0			0	0		0	0	0				0	_	0			0	_	L
AM	8:15 AM	0	0	0		0	0	0		0	0	0				0	0	0			0	- v	L
₹	8:30 AM	0	0				0	0		0	0	0				0	_	0			0	_	H
	8:45 AM	0	0				0	0		0	0	0				0	_	0			0	_	ŀ
	9:00 AM	0	0				0	0		0	0	0				0	_	0			0	- v	H
	9:15 AM	0	0	0			0	0		0	0	0				0		0			0	_	ŀ
	9:30 AM	0	0	0			0	0		0	0	0				0		0			0	_	ŀ
	9:45 AM	0	0	0	_		0	0		0	0	0			_	0		0			0		F
	10:00 AM	0	0				0	0			0	0				0		0					⊩
	10:15 AM	0	0				0	0	_	0	0	0				0	_	0	_	_		_	-
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	10:45 AM	0	0	0			0	0		0	0	0				0	_	0			0	_	╟
Period	11:00 AM	_	0				_			0						0					0	_	\vdash
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	11:45 AM	0	0	0		0	0	0		0	0	0				0	0	0			0		H
Peak	12:00 PM	0	0			0	0	0		0	0	0				0		0			0		-
	12:15 PM	0	0				0	0	_	0	0	0				0	_	0			0	_	-
Midday	12:30 PM	0	0	0		0	0	0	_	0	0	0				0	0	0			0	0	-
š	12:45 PM	0	0			_	0	0		0	0	0				0	_	0			0	0	H
_	1:00 PM	0	0				0	0		0	0	0				0	_	0			0	_	H
	1:15 PM	0	0	0			0	0		0	0	0				0		0			0		H
	1:30 PM	0	0	0	_		0	0		0	0	0				0	0	0			0		H
	1:45 PM	0	0				0	0		0	0	0				0		0				_	H
	2:00 PM	0	0	0			0	0		_	0	0	_	_	-	0		0	_		0	_	H
	2:15 PM	0	0	0			0	0		0	0	0				0	0	0			0	0	H
	2:30 PM	0	0				0	0		0	0	0				0	0	0			0	0	H
	2:45 PM	0	0				0	0	_	0	0	0				0	_	0	_	_	0	_	
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	3:15 PM	0	0	0		0	0	0	_	0	0	0	0			0	0	0	_	_	0	0	I
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	3:45 PM	0	0	0			0	0		0	0	0	0			0	0	0			0	0	I
	4:00 PM	0	0	0	0	0	0	0		0	0	0	0			0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
p	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Г
Period	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0			0	0	0	0	0	0			0	0	0	0		0	0	0	
Peak	6:00 PM	0	0	0			0	0		0	0	0			0	0	0	0			0	0	
-	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ę	6:30 PM	0														0		0					L
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	als	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

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				Ψ					+					1					→			
Hou	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		High S	chool E	ast DV	٧		Grey	/don A	venue								Grey	/don A	venue		Hourly
Star	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
ΑM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Minute Heavy Vehicle Data

Greydon Avenue & High School East DW

Count Basics Page 9 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Heavy Vehicle Data

Peak Period	linute Period		_	Ψ			Ī		←				•					→				
Peak Period									-				1					_				
Peak Period	Period			om No					om East			Fr	om So	uth				om W			ł I	
Peak Period					East DW				don Avenue						·			don A			15-Min	Hourl
Peak Period	Time	Right	Thru	Left	_	Total	Right	Thru	Left U-Tn		Right	Thru	Left		Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Peak Period	6:00 AM	0	0	0		0	0	0	0 0		0	0	0			0		0	0	0	0	-
Peak Period	6:15 AM	0	0	0		0	0	0	0 0		0	0	0			0		0		0	0	-
Peak Period	6:30 AM	0	0	0		0	0	0	0 0	0	0	0	0			0					0	
Peak Period	6:45 AM 7:00 AM	0	0	0		0	0	0	0 0	0	0	0	0		0	0		0		0	0	
Peak	7:15 AM	0	0	0		0	0	0	0 0		0	0	0			0				0	0	-
Peak	7:30 AM	0	0	0		0	0	2	0 0	_	0	0	0		0	0		0		1	2	-
Peak	7:45 AM	0	0	0		0	0	0	0 0		_	0	0		_	0				0	0	
Pe	8:00 AM	0	0	0		0	0	0	0 0		0	0	0			0		0		0	_	
	8:15 AM	0	0	0		0	0	0	0 0		0	0	0			0				0		
2 -	8:30 AM	0	0	0		0	0	0	0 0			0	_	_		0	_	0		0	0	
	8:45 AM	0	0	0		0	0	0	0 0		0	0	0			0		0		0	0	
	9:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
	9:15 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
	9:30 AM	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
	9:45 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
	10:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
	10:15 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	
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01	11:15 AM	0	0	0		0	0	0	0 0		0	0	0			0				0	_	
	11:30 AM	0	0	0		0	0	0	0 0		0	0	0			0				C		
O)	11:45 AM	0	0	0		0	0	0	0 0		0	0	0			0				C		
	12:00 PM	0	0	0	_	0	0	0	0 0			0				0				C	_	
77	12:15 PM	0	0	0	_	0	0	0	0 0		0	0	0			0				C		
lia I	12:30 PM	0	0	0		0	0	0	0 0			0	0			0				C		_
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-	3:00 PM	0	0	0		0	0	5	0 0		0	0	0			0				0	1	
-	3:15 PM	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		C	0	
-	3:45 PM	0	0	0		0	0	0	0 0		0	0	0			0		0		0	_	
-	4:00 PM	0	0	0		0	0	0	0 0		0	0	0	_		0	_			0	0	
-	4:15 PM	0	0	0		0	0	0	0 0		0	0	0			0		0		0	0	
-	4:30 PM	0	0	0		0	0	0	0 0		0	0	0			0				C	0	
-	4:45 PM	0	0	0		0	0	0	0 0	0	0	0	0	0	0	0	0			C	0	
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po	5:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	C	0	
Period	5:30 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0		0	0	
	5:45 PM	0	0	0		0	0	0	0 0		0	0	0			0				C		
Peak	6:00 PM	0	0	0		0	0	0	0 0		0	0	0			0				C	0	
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otal	9:45 PM	0	0		_	0	0	_	0 0					_		_				1		ı

Peak Hour Heavy Vehicle Volume Summary

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				Ψ					+					1					→			
Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		High S	chool E	ast DV	V		Grey	/don A	venue								Gre	don A	venue		Hourly
Sta	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	6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6

15-Minute Heavy Vehicle Percentages

Greydon Avenue & High School East DW

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

15-Minute Heavy Vehicle Percentages

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_			_	<u>.</u>	, 				F.	←				F	1	4 14 .			F.,	→			Total	Ho
	Minute			rom I			,			om Ea				Fre	om So	utn				om W			Heavy	Hea
	e Period	Diabe	Thru		_	ast DW		Diabe	Thru			Total	Right	Thru	Loft	U-Tn	Total	Diabe	- 1	don Av		Total	Vehicle	Vel Per
ld	rt Time	Right 0.0	0.0	Left 0 0	_	U-Tn 0.0	Total 0.0	Right 0.0	0.0	Left 0.0	U-Tn 0.0	Total 0.0	0.0	0.0	Left 0.0	0.0	Total 0.0	Right 0.0	Thru 0.0	Left 0.0	U-Tn 0.0	Total 0.0	Percent 0.0	Per
	6:00 AM	_	0.0		_	0.0			0.0	0.0	0.0	0.0	_	0.0			0.0		0.0		0.0			-
	6:15 AM 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
				_	_																			
	6:45 AM 7:00 AM	0.0	0.0		.0	0.0	0.0	0.0	0.0 42.9	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	_
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ē	7:30 AM 7:45 AM	0.0	0.0		_	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7 0.0	0.0	0.0	0.8	1.5 0.0	-
š	8:00 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
reak	8:15 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
ğ	8:30 AM	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
₹	8:45 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	9:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	9:15 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	9:30 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	9:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	10:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:15 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:30 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	H
	10:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	H
3	11:00 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	11:15 AM	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	11:30 AM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ייייי	11:45 AM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
, מממי	12:15 PM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3	12:30 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L
	2:00 PM	0.0	0.0	0 0	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	┡
	3:00 PM	0.0	0.0	_	_	0.0	0.0	0.0	20.8	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	-
	3:15 PM	0.0	0.0		.0	0.0	0.0	0.0	7.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	-
	3:30 PM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	3:45 PM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	4:00 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	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	0.0	0.0	\vdash
	4:45 PM 5:00 PM	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
3	5:00 PM 5:15 PM	0.0	0.0		_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
2	5:15 PIVI 5:30 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	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	0.0	0.0	0.0	0.0	0.0	\vdash
Š	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	0.0	0.0	0.0	0.0	0.0	\vdash
4	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	0.0	0.0	0.0	
•	6:30 PM	0.0	0.0		.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	上
	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	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	_	.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 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	
	7:45 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	0.0	
	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	0.0	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	0.0	0.0	ı
	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	
	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	0.0	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	0.0	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	0.0	0.0	
	9:30 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	0.0	
1	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	0.0	0.0	
		0.0	0.0		.0	0.0	0.0	0.0	12.2	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.3	2.2	-

Peak Hour Heavy Vehicle Percentages Summary

Pe	ak Hour H	eavy v	venicie	e Pero	enta	ges Sur	nmar	y														
				Ψ					+					1					→			Hourly
Hou	ırly		Fre	om No	rth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Heavy
Tim	e Period		High S	chool E	ast DV	1		Grey	/don A	venue								Grey	/don A	venue		Vehicle
Star	tart Time Right Thru Left U-Tn Tota							Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	M 6:45 AM 0.0 0.0 0.0 0.0							12.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.4	1.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PM	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0

15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School East DW

 Count Basics
 Page 11 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	Minute	North App	ossing oroach	•	East App		1	Cr South App	ossing oroach •	•	West App		-		
Tim	ne Period		chool East DV	N		don Avenue						don Avenue		15-Min	Но
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Su
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
Ø	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	-
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
×	7.45 AIVI														-
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
AM	0.13 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	_
₹	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	_
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	H
															\vdash
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	⊢
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	\perp
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
Ø	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ě	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
\geq	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Midday	12:15 PIVI														_
jig	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
>		0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	1	1	0	0	0	0	3	3	0	0	0	4	
	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	2	
	3:00 PM	13	1	14	0	0	0	0	0	0	0	0	0	14	
	3:15 PM	0	1	1	1	0	1	0	0	0	0	0	0	2	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	一
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
															\vdash
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\perp
Period	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
eri	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
P	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Г
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H
PM	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
4															\vdash
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\perp
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
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	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
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	9:45 PM	U	U	U	Ū	,	0				,	,	0		

Special Pedestrians

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/helpe	х					
Elderly/Disabled (except wheelchai	х					
Wheelchairs/Electric Scooters	х					
Other (None)	Х					

Count Basics
Start Date: Thursday, Nover
Total Number of Hours Counted: 2 Page 12 of 13
Schools in Session
No Special Events

15-Minute Adult & Children Count (Manual Entry)

Greydon Avenue & High School East DW

15-Minute Adult & Children Pedestrian Data

Adults & Children ķ

	Minute ne Period	North Ap		A/	East Ap	proach ydon Avenue	1	Cı South Ap	rossing proach •	-	West Ap	proach ydon Avenue	<u> </u>	15-Min	
							Total	A -1 - 14 -	Children	Takal			Tabal	4	Ho
ta	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Su
	6:00 AM	0		0	0		0	0		0	0		0	0	
	6:15 AM	0		0	0		0	0		0	0		0	0	
	6:30 AM	0		0	0		0	0		0	0		0	0	
	6:45 AM	0		0	0		0	0		0	0		0	0	
	7:00 AM	1		1	0		0	0		0	0		0	1	
σ	7:15 AM	0		0	0		0	0		0	0		0	0	
9	7:30 AM	2		2	0		0	0		0	0		0	2	
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÷	8:15 AM	0		0	0		0	0		0	0		0	0	
¥	8:30 AM	0		0	0		0	0		0	0		0	0	
	8:45 AM	0		0	0		0	0		0	0		0	0	
	9:00 AM	0		0	0		0	0		0	0		0	0	
	9:15 AM	0		0	0		0	0		0	0		0	0	
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	9:30 AM	0		0	0		0	0		0	0		0	0	I
	9:45 AM	0		0	0		0	0		0	0		0	0	I L
	10:00 AM	0		0	0		0	0		0	0		0	0	
	10:15 AM	0		0	0		0	0		0	0		0	0	
	10:30 AM	0	1	0	0		0	0	1	0	0		0	0	
	10:45 AM	0		0	0		0	0		0	0		0	0	
			1						1						
3	11:00 AM	0		0	0		0	0		0	0		0	0	I
5	11:15 AM	0		0	0		0	0		0	0		0	0	ΙL
reak renoa	11:30 AM	0		0	0		0	0		0	0		0	0	
Š	11:45 AM	0		0	0		0	0		0	0		0	0	
ŗ	12:00 PM	0		0	0		0	0		0	0		0	0	
<u>?</u>	12:15 PM	0		0	0		0	0		0	0		0	0	
Ş	12:30 PM	0		0	0		0	0		0	0		0	0	l 1
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	2:45 PM	1		1	0		0	0		0	0		0	1	
	3:00 PM	13		13	0		0	0		0	0		0	13	
	3:15 PM	0		0	1		1	0		0	0		0	1	
	3:30 PM	0		0	0		0	0		0	0		0	0	
	3:45 PM	0		0	0		0	0		0	0		0	0	
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	8:30 PM	0		0	0		0	0		0	0		0	0	I L
	8:45 PM	0		0	0		0	0		0	0		0	0	
	9:00 PM	0		0	0		0	0		0	0		0	0	
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	9:45 PM	0	1	0	0		0	0	1	0	0		0	0	 -
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Count Basics			Page 13 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number	of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Greydon Avenue & High School East DW

Bicyclists

15-Minute Bicycle Data

	Minute Bi	Lycie	Data						_														_
				Ψ				_	+					1				_	→				
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	e Period				East DV				ydon A										don A			15-Min	Но
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eri	7:30 AM					0					0					0					C	0	
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Peak Hour Bicycle Turning Movement Volume Summary

re	ak noui bi	cycle	Tullill	ig ivit	veili	ent vo	iuille .	Juilliii	ai y													
				Ψ					+					1					→			
Ηοι	,							F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	ne Period High School East DW						Grey	/don A	venue								Grey	don A	venue		Hourly	
Sta					Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume		
ΑM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics	Versio	n 2023.10	Page 1 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number of	Hours Counted: 2	Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Major St: Greydon Avenue
Minor St: High School Bus DW

Intersection of: Greydon Avenue & High School Bus DW

Site Information

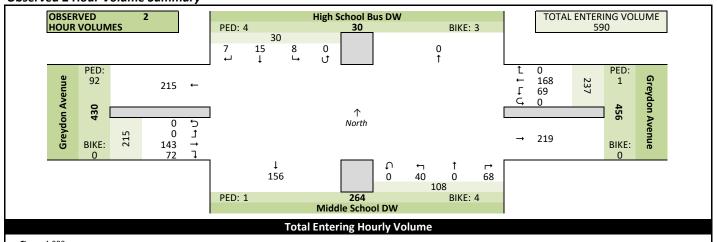
	Village of East Troy			
	64 - Walworth	WisDOT	Region SE	
Traffic Control	Partial Stop Control			
Roadway Names		North Direction	n 1	•
North Leg	High School Bus DW			
	Greydon Avenue			
	Middle School DW			
West Leg	Greydon Avenue			
Special Considera	ations			
Schools	In Session			
Holidays				
Special Events	None			
Special Pedestria	ins Observed			
	Pre-s	school children	None	
	Elementry scho			
	ally impaired (white car			
	Elderly/disabled (excep			
	Wheelchairs/el	ectric scooters	None	
Other (de	scribe)	None	None	

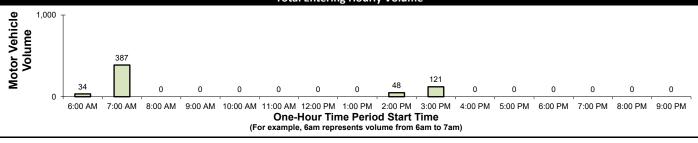
Count Information

IX_ID:

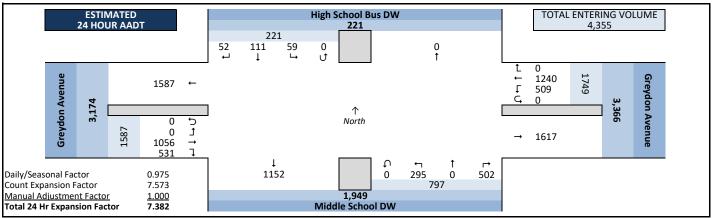
Count		macic	<i>,</i> ,,,					
Hrs Cou	unted:	06:45 /	AM-07:45	5 AM ar	nd 02:30	0 PM-03:30 PN	М	
1st Day	of Cou	int	Thursda	y, Nove	mber 2	, 2023	Weath	ner
IA	VI Peak	Period	Friday, N	Novemb	oer 3, 20	023	Clear 8	& Dry
Midda	y Peak	Period	Thursda	y, Nove	mber 2	, 2023	Clear	& Dry
PI	VI Peak	Period	Thursda	y, Nove	mber 2	, 2023	Clear	& Dry
Calcula	ted Pea	ak Hour	S					
	AM	6:45-7:	45am	MD			PM	2:30-3:30pm
Peak H	ours Se	lected f	for Analy	sis				
	AM	6:45-7:	:45am	MD			PM	2:30-3:30pm
Dail	y/Seasc	nal Adj	justment	Group	(2) Urb	an Arterials &	Collecto	rs
	(Count Ex	xpansion	Group	(2) Urb	an Arterials &	Collecto	rs
Dail	y/Seasc	nal Adj	ustment	Factor	0.975	Count E	Expansior	n Factor 7.573
Co	mpany	Name	TADI, In	C.			Man	ual Adj. 1.000
		/	AM Peak	Period	Video A	Amy Scheuerle	ein	
Obs	servers	Midd	day Peak	Period	None			
			PM Peak	Period	Video A	Amy Scheuerle	ein	
Com	nments							
		2021 D	OT Daily	& Seas	onal Fa	ctors		

Observed 2 Hour Volume Summary





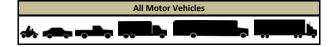
Estimated 24 Hour AADT



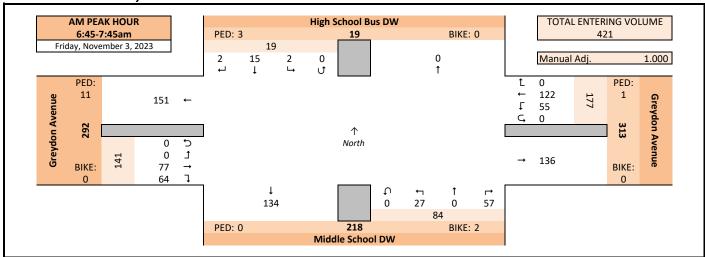
Peak Hour Volume Graphical Summary

Greydon Avenue & High School Bus DW

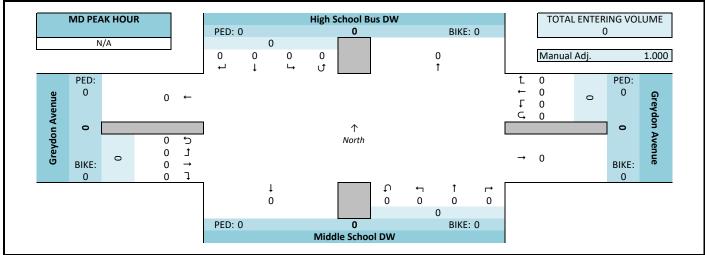
Count Basics Page 2 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



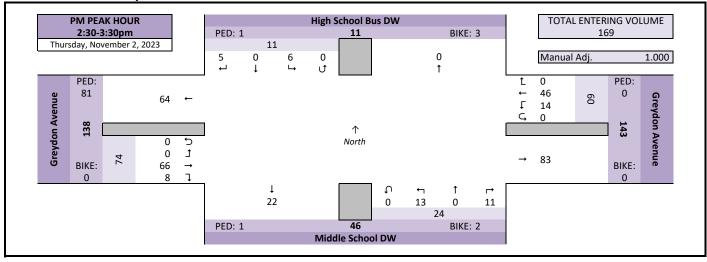
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Peak Hour Volume Summary

Greydon Avenue & High School Bus DW

 Count Basics
 Page 3 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events



Peak Hour Volumes, Truck Percentages, and PHFs

Frid	lay, November 3, 2023		Fre	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	'est		
	AM Peak Hour		High S	chool	Bus DW	1		Grey	/don A	venue			Midd	le Scho	ool DW			Grey	/don A	venue		
	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
	6:45 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	17	34
×	7:00 AM	0	0	0	0	0	0	11	8	0	19	1	0	2	0	3	6	9	0	0	15	37
Ĭ	7:15 AM	0	4	0	0	4	0	36	22	0	58	18	0	14	0	32	30	19	0	0	49	143
1	7:30 AM	1	11	2	0	14	0	60	24	0	84	38	0	11	0	49	25	35	0	0	60	207
ec Sec	Peak Hour Volume	2	15	2	0	19	0	122	55	0	177	57	0	27	0	84	64	77	0	0	141	421
Ī	Rounded Hourly Volume	0	15	0	0	15	0	120	55	0	175	55	0	25	0	80	65	75	0	0	140	410
Ā	% Single Unit Trucks	50.0	100.0	0.0	0.0	84.2	0.0	3.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.7	5.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	50.0	100.0	0.0	0.0	84.2	0.0	3.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.7	5.2
	Peak Hour Factor (PHF)	0.50	0.34	0.25	0.00	0.34	0.00	0.51	0.57	0.00	0.53	0.37	0.00	0.48	0.00	0.43	0.53	0.55	0.00	0.00	0.59	0.51

N/A			Fre	↓ om No	orth			F	← rom E	ast			Fre	↑ om So	uth			Fr	→ om W	/est		
	MD Peak Hour		High S	chool	Bus DW	I		Grey	don A	venue			Midd	le Scho	ool DW			Grey	/don A	venue		l
_	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
no	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
kΉ	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
٦ (12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>~</u>	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
>	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thu	ırsday, November 2, 2023		Fre	↓ om No	orth			Fi	← rom E	ast			Fre	个 om So	uth			Fr	→ om W	est		
	PM Peak Hour		High S	chool I	Bus DW	1		Grey	don A	venue			Midd	le Scho	ol DW	'		Grey	don A	venue		
	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
	2:30 PM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	3	10	0	0	13	21
Ħ	2:45 PM	0	0	0	0	0	0	11	3	0	14	0	0	2	0	2	1	10	0	0	11	27
ᅙ		5	0	4	0	9	0	17	10	0	27	4	0	5	0	9	2	26	0	0	28	73
¥	3:15 PM	0	0	1	0	1	0	12	0	0	12	7	0	6	0	13	2	20	0	0	22	48
Pec	Peak Hour Volume	5	0	6	0	11	0	46	14	0	60	11	0	13	0	24	8	66	0	0	74	169
Ī	Rounded Hourly Volume	5	0	5	0	10	0	45	15	0	60	10	0	15	0	25	10	65	0	0	75	170
P	% Single Unit Trucks	100.0	0.0	83.3	0.0	90.9	0.0	4.3	42.9	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	100.0	0.0	83.3	0.0	90.9	0.0	4.3	42.9	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
	Peak Hour Factor (PHF)	0.25	0.00	0.37	0.00	0.31	0.00	0.68	0.35	0.00	0.56	0.39	0.00	0.54	0.00	0.46	0.67	0.63	0.00	0.00	0.66	0.58

Peak Hour Pedestrian and Bicyclist Volumes

Pec	destrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing 🛔	L	Total
	å &	North App	oroach		East App	oroach	Į.	South App	oroach 💠	-	West App	oroach 🗼		Ped &
	T 00	High S	chool Bus DV	٧	Grey	don Avenue		Midd	le School DW	1	Grey	ydon Avenue		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Ş	7:15 AM	3	0	3	1	0	1	0	1	1	6	0	6	11
`	7:30 AM	0	0	0	0	0	0	0	1	1	4	0	4	5
	Total	3	0	3	1	0	1	0	2	2	11	0	11	17
	-				- -			- -						
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ИD	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 22 24	0					_					_		-
	2:30 PM	0	1	1	0	0	0	0	1	1	0	0	0	
_	2:45 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
M	3:00 PM	0	0	0	0	0	0	0	1	1	81	0	81	82
	3:15 PM	0	1	1	0	0	0	1	0	1	0	0	0	2
	Total	1	3	4	0	0	0	1	2	3	81	0	81	88

Hourly Volume Summary - Motor Vehicle Data

Greydon Avenue & High School Bus DW

One-Hour Motor Vehicle Data

7:00 PM

8:00 PM

9:00 PM Totals

0

0 0 0



Weekday Non-Holiday

				Ψ					+					1					→			
On	e-Hour		Fr	om No	orth			Fi	rom E	ast			Fre	om So	uth			Fr	om W	est		Total
Tir	ne Period		High S	chool	Bus DW	V		Grey	don A	venue			Midd	le Scho	ool DW			Grey	don A	venue		Vehicle
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
	6:00 AM	1	0	0	0	1	0	15	1	0	16	0	0	0	0	0	3	14	0	0	17	34
2	7:00 AM	1	15	2	0	18	0	107	54	0	161	57	0	27	0	84	61	63	0	0	124	387
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
q	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	1	0	1	0	17	4	0	21	0	0	2	0	2	4	20	0	0	24	48
	3:00 PM	5	0	5	0	10	0	29	10	0	39	11	0	11	0	22	4	46	0	0	50	121
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics

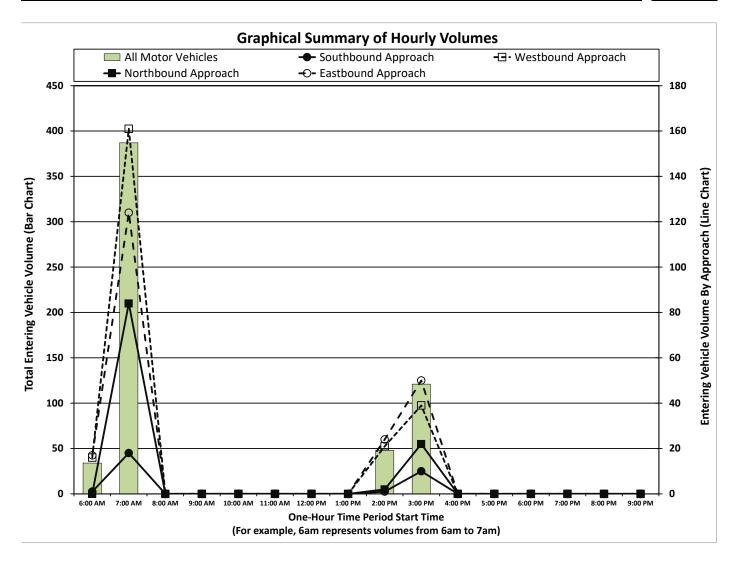
Total Number of Hours Counted: 2

Thursday, November 2, 2023

Direction	nal
Volume	
E/W	N/S
33	1
285	102
0	0
0	0
0	0
0	0
0	0
0	0
45	3
89	32
0	0
0	0
0	0
0	0
0	0
0	0
452	138

Page 4 of 13

Schools in Session No Special Events



15-Minute Motor Vehicle Data

Greydon Avenue & High School Bus DW

 Count Basics
 Page 5 of 13

 Start Date:
 Thursday, November 2, 2023
 Weekday
 Schools in Session

 Total Number of Hours Counted: 2
 Non-Holiday
 No Special Events



15-Minute Motor Vehicle Data

Secondary Seco	.5-1	Minute M	OLUI	venic		La							1		_								_	_	
Time Period Start Time High Start June High	5-N	linute		Fr	om N∈	orth			F	← rom Ea	ast			Fr	个 om Soi	uth			Fr	→ om W	/est				
Start Time Signt Time Right Time Left U-To Total Right Time U-To U-							٧										,						15-Min	Hourly	
6:30 AM	tart	Time	_	Thru	Left	U-Tn	Total	_	Thru	Left	U-Tn	Total		Thru	Left			Right		Left	U-Tn	Total	Totals	Sum	PHF
G45 AM					-	-						0	_				0	_	_				0		
Color					-	_		_									_	_					_	-	
Proposed																	0						34	421	0.51
THE STAM	ŀ							_		_	_		1				3	_						421	0.51
3 29 29 29 29 29 29 29 29 29 29 29 29 29	g												18				32								
Second Color Col	irio				_	_		_															207		
\$ 330 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
\$ 330 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	eal	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Section Sect		8:15 AM			-	-		_				0					_	_					0		
9:00 AM	`											0							_				_		
939.0M. 939.0M. 90.00												0											-		
330 AM	ŀ					-			_			0					0		_				0		
1000 AM	ŀ		_									0					0		-						
10:15 AM					-							0											0		
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No.		10:15 AM			0	0	0	0				0						0	0			0	0		
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11:45 AM	pc											0											0		
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1:00 PM	iga	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	Σ	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM		1:00 PM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM					-	-		_				0	_				_	_					-		
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3:15 PM	ı							_				14	_		_					_					
330 PM		3:00 PM	5	0	4	0	9	0	17	10	0	27	4	0	5	0	9	2	26	0	0	28	73		
3:45 PM		3:15 PM	0	0	1	. 0	1	0	12	0	0	12	7	0	6	0	13	2	20	0	0	22	48		
A:00 PM					-	-		_				0	_				_	_					-		
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#30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ŀ											0											0		
4:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											-	0								_					
Since PM					_	_						n											0		
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Peak Hour All Vehicle Volume Summary

			Ψ					+					1					→			
Hourly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period		High S	chool I	Bus DW	'		Grey	don A	venue			Midd	le Scho	ool DW			Grey	don A	/enue		Hourly
Start Time	Period High School Bus DW rime Right Thru Left U-Tn Total 45 AM 2 15 2 0						Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM 6:45 AM	2	15	2	0	19	0	122	55	0	177	57	0	27	0	84	64	77	0	0	141	421
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2:30 PM	5	0	6	0	11	0	46	14	0	60	11	0	13	0	24	8	66	0	0	74	169

PHF	
0.51	
0.58	

15-Minute Automobile Data

Greydon Avenue & High School Bus DW

Count Basics Page 6 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

			obile L	¥					+		1		1					→				
15-1	Minute		Fro	om No	orth			Fı	rom East			Fr	om So	uth			Fr	om W	est			
Tim	e Period		High S		Bus DW	1		Grey	don Aven	ie		Mido	le Scho	_			Grey	don A			15-Min	Hourly
Star	t Time	Right	Thru	Left	_	Total	Right	Thru	Left U-		Ť		Left			Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM 6:15 AM	0	0	0		0	0		0	0 (0 0	0	0			0	0			0	0	
	6:30 AM	0	0	0		0	0		0	0 0	_		0			0	0			0		
	6:45 AM	1	0	0	0	1	0		1	0 1	_		0			3	14	0		17	34	39
	7:00 AM	0	0	0	0	0	0	8	8	0 1	6 1	. 0	2	0	3	6	9	0	0	15	34	
jog	7:15 AM	0	0	0		0	0		21	0 5	_	0	14	0		30	19		_	49		
Period	7:30 AM	0	0	2	0	2	0		24	0 8:		0	11	0		25	34	0		59		
Peak	7:45 AM 8:00 AM	0	0	0	_	0	0		0	0 (0 0		0			0	0	_		0	0	
Pe	8:15 AM	0	0	0		0	0		0	0 0	0 0	0	0			0	0			0	0	
AM	8:30 AM	0	0	0		0	0		0	0 (0 0		0			0	0	_		0	0	
	8:45 AM	0	0	0		0	0	0	0	0 (0 0	0	0			0	0			0	0	
	9:00 AM	0	0	0	_	0	0		0	0 (0 0		0			0	0	_		0	0	
	9:15 AM	0	0	0		0	0		0		0 0		0			0	0			0	0	
	9:30 AM 9:45 AM	0	0	0		0	0		0	0 (0 0	0	0			0	0			0	0	
	10:00 AM	0	0	0	_	0	_		0	_	0 0	_	0			0	0	_	_	0	0	
	10:15 AM	0	0	0		0	0		0	0 0	0 0		0			0	0			0	0	
	10:30 AM	0	0	0	0	0	0		0	0 (0 0	0	0		0	0	0		0	0	0	
	10:45 AM	0	0	0		0	0		0		0 0		0			0	0			0	0	
po	11:00 AM	0	0	0		0	0		0	0 (0 0		0			0	0			0	0	
Period	11:15 AM 11:30 AM	0	0	0		0	0		0	0 (0 0		0			0	0			0	0	
	11:45 AM	0	0	0		0	0		0	0 0	0 0		0			0	0			0	0	
Peak	12:00 PM	0	0	0		0	0		0	0 (_		0			0	0			0	0	
á	12:15 PM	0	0	0	0	0	0	0	0	0 (0 0	0	0	0	0	0	0	0	0	0	0	
Midday	12:30 PM	0	0	0	_	0			0	0 (0 0	0	0			0	0			0	0	
Σ	12:45 PM	0	0	0		0			0	0 (-		0			0	0			0	0	
	1:00 PM	0	0	0		0	0	0	0	0 (0 0	0	0			0	0			0	0	
	1:15 PM 1:30 PM	0	0	0	_	0	0		0	_	0 0		0			0	0	_		0	0	
	1:45 PM	0	0	0		0	0		0	_	0 0	0	0			0	0			0	0	
	2:00 PM	0	0	0	_	0	0	_	0	0 (0 0	_	0	_		0	0	_	_	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0 (0 0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	1	0	1	0		1	0 (3	10			13		15
	2:45 PM	0	0	0	_	0	0		3	0 1	_		2	0		1	10	0		11		
	3:00 PM	0	0	0		0	0		0	0 2:	_	0	_	0		2	26 20	0	_	28	58 46	
	3:15 PM 3:30 PM	0	0	0		0	0		0	0 1	0 0		0			0	0			- 22	0	
	3:45 PM	0	0	0		0	0		0	0 (0 0		0			0	0			0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0 (0 0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0		0	0		0	0 (0 0		0			0	0			0	0	
	4:30 PM	0	0	0		0	0		0	0 (0 0		0			0	0			0	0	
	4:45 PM 5:00 PM	0	0	0		0	0		0	0 (0 0	0	0			0	0	_		0	0	
9	5:00 PM 5:15 PM	0	0	0		0	0	0	0	0 0	0 0	0	0			0	0			n	0	
Period	5:30 PM	0	0	0		0	0		0	0 0	0 0		0			0	0	_		0	0	
	5:45 PM	0		0	_	0	0	_	0	0 (0 0	0	0	_		0	0			0	0	
Peak	6:00 PM	0	0	0		0	0		0	0 (0 0	0	0			0	0			0	0	
2	6:15 PM	0	0	0		0	0		0	0 (0 0	0	0		+	0	0		-	0	0	
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	6:45 PM 7:00 PM	0	0	0		0	_		0	0 (0 0					0	0			0		
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	7:30 PM	0	0			0	_		0		0 0									0		
	7:45 PM	0	0	0		0	0		0	0 (_		0			0	0			0	0	
	8:00 PM	0	0	0		0			0		0 0									0		
	8:15 PM	0	0	0		0	_		0		0 0									0		
	8:30 PM	0	0	0		0			0	-	0 0									0		
	8:45 PM 9:00 PM	0	0	0		0			0		0 0					0				0		l
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	9:45 PM	0	0	0		0			0	0 (_					0	0			0	0	
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Peak Hour Automobile Volume Summary

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Ηοι	ırly			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total				
Tim	e Period		High S	chool I	Bus DW	1		Grey	/don A	venue			Midd	lle Scho	ool DW			Grey	don A	venue		Hourly
Sta	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	6:45 AM	1	0	2	0	3	0	118	54	0	172	57	0	27	0	84	64	76	0	0	140	399
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	1	0	1	0	44	8	0	52	11	0	13	0	24	8	66	0	0	74	151

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

Greydon Avenue & High School Bus DW

Page 7 of 13
Schools in Session
No Special Events Count Basics Start Date: Total Number of



15-Minute 9	Single Unit	(SU) Truck &	Bus Data
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Peak Hour Single Unit (SU) Truck & Buses Volume Summary

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AM	6:45 AM	1	15	0	0	16	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	22
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	5	0	5	0	10	0	2	6	0	8	0	0	0	0	0	0	0	0	0	0	18

15-Minute Semi-Truck Data

Greydon Avenue & High School Bus DW

Count Basics Page 8 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Semi-Truck Data

6:15 AM 6:30 AM 6:35 AM 7:00 AM 7:00 AM 7:35 AM 7:35 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:15 AM 10:00 AM 10:15 AM 10:015 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM 11:30 AM 11:45 AM 11:30 AM 11:45 AM		High School B Hi	U-Tn 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	Grey Thru 0 0 0 0 0	om East don Avenue Left U-Tn 0 0 0 0 0 0	Total 0 0	Right 0	Midd Thru 0	om So le Scho Left		Total	Right	Grey Thru	om W don Av Left		Total	15-Min Totals	Hourly
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4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	_	
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	_	
4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0		
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0		
5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	_	
5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	
6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	
6:00 PM 6:15 PM	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	
S 0.131W	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	_	
S 0.131W	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	
E PUSH DIVI	0	0 0	-	0	0	0	0 0		0	0	0	0	0	0	0	0		0	0	. —
_	0	0 0		0	0	0	0 0		0	0	0	0	0	0	0	0		0		. —
	_	0 0		0	0	0	0 0		0	0	0	0	0	0	0			0	_	. —
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	0	0 0		0	0	0	0 0		0	0	0	0	0	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	0	0	0	0	
	0 0 0	0 0		0	0	0	0 0		0	0	0	0	0	0	0			0		
	0 0 0 0	0 0		0	0	0	0 0		0	0	0	0		0	0			0	_	
	0 0 0 0 0			0	0	0	0 0		0	0	0	0		0	0			0		.
	0 0 0 0 0 0	0 0	0	0	0	0	0 0		0	0	0	0	0	0	0			0		. —
	0 0 0 0 0 0 0	0 0					0 0	0	0	0	0	0	0	0	0	0		0		
9:45 PM otals	0 0 0 0 0 0			0	0	0	0 0		0	0	0	0	0	0	0	0	0	0		

Peak Hour Semi-Truck Volume Summary

	ait froui ot		ucit t	o.u	c ou.	y																
	Hourly From North						+					1		→								
Ηοι	purly From North The Period High School Bus DW					F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total		
Tim	me Period High School Bus DW			Greydon Avenue				Middle School DW						Hourly								
Sta	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	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

15-Minute Heavy Vehicle Data

Greydon Avenue & High School Bus DW

Count Basics Page 9 of 13 Start Date: Thursday, November 2, 2023 Weekday Schools in Session Total Number of Hours Counted: 2 Non-Holiday No Special Events



15-Minute Heavy Vehicle Data

		Heavy Vehicle Data					+									1 4					_	_	
		From North High School Bus DW						_	←				_	1				-	→				
	Vinute								om E					om So	ool DW				om W			45 84:	١.,
	e Period t Time	Right	Thru		U-Tn	Total	Right	Thru	don A	U-Tn	Total	Right	Thru	Left		Total	Right	Thru	/don Av Left	Venue U-Tn	Total	15-Min Totals	H Su
olai	6:00 AM	rigiit 0	0	_	_		rigiit 0	0	0	_		rigiit 0	0	0	_	1 0ta 1	rigiit 0	0	_	0-111	TOTAL	Otals	1
	6:15 AM	0	0					0	0	_	0	0	0	0		0	0			0	0	0	H
	6:30 AM	0	0				0	0	0		0	0	0	0		0	0			0	0	0	┢
	6:45 AM	0	0	0			0	0	0	0	0	0	0	0	_	0	0	0		0	0	0	
	7:00 AM	0	0				0	3	0		3	0	0	0		0	0		_	0	0	3	
g	7:15 AM	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	
Period	7:30 AM	1	11	0	0	12	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	14	
Š	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 P	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	8:30 AM	0	0	0			0	0	0	0	0	0	0	0		0	0	0		0	0	0	L
	8:45 AM	0	0	0	0	0	0	0	0			0	0	0		0	0	0		0	0	0	L
	9:00 AM	0	0				0	0	0		0	0	0	0		0	0			0	0	0	L
	9:15 AM	0	0	0			0	0	0		0	0	0	0		0	0	0		0	0	0	L
	9:30 AM	0	0		_		0	0	0	_	0	0	0	0	_	0	0		_	0	0	0	L
	9:45 AM	0	0	_	_		_	0	0	_		0	0	0	_	0	0		_	0	0	0	L
	10:00 AM	0	0				_	0	0		0	0	0	0	_	0	0			0	0	0	L
	10:15 AM	0	0	0	_		0	0	0	_	0	0	0	0		0	0	0		0	0	0	L
	10:30 AM	0	0				0	0	0		0	0	0	0		0	0			0	0	0	┡
	10:45 AM	0	0				0	0	0			0	0	0		0	0			0	0	0	
po	11:00 AM	0	0	0			0	0	0		0	0	0	0		0	0			0	0	0	
Period	11:15 AM	0	0				0	0	0		0	0	0	0	_	0	0			0	0	0	┝
k F	11:30 AM 11:45 AM	0	0	0			0	0	0			0	0	0		0	0			0	0	0	┝
Peak	12:00 PM	0	0				0	0	0			0	0	0		0	0			0	0	0	- 1
7	12:00 PM 12:15 PM	0	0				_	0	0			0	0	0	_	0	0			0	0	0	-
Midday	12:30 PM	0	0				_	0	0			0		0		0	0			0	0	0	H
Š	12:45 PM	0	0	0			0	0	0		0	0	0	0	_	0	0			0	0	0	H
_	1:00 PM	0	0					0	0		_	0	0	0		0	0			0	0	0	H
	1:15 PM	0	0		_			0	0	_		0	0	0	_	0	0			0	0	0	
	1:30 PM	0	0	0			0	0	0			0	0	0		0	0			0	0	0	
	1:45 PM	0	0					0	0			0		0		0	0			0	0	0	
	2:00 PM	0	0					0	0			0		0	_	0	0				0	0	
	2:15 PM	0	0					0	0		0	0	0	0		0	0			0	0	0	
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Т
	3:00 PM	5	0	4	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15	
	3:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0				0	0	0		0	0	0	0		0	0			0	0	0	
	4:15 PM	0	0	0			0	0	0		0	0	0	0		0	0	0		0	0	0	L
	4:30 PM	0	0		_		0	0	0	_	0	0	0	0		0	0		_	0	0	0	L
	4:45 PM	0	0					0	0			0	0	0		0	0			0	0	0	L
_	5:00 PM	0	0	0			0	0	0			0	0	0		0	0			0	0	0	L
Period	5:15 PM	0	0				0	0	0	_		0	0	0		0	0			0	0	0	
Per	5:30 PM	0	0				0	0	0			0	0	0		0	0			0	0	0	F
3k	5:45 PM 6:00 PM	0	0	0			0	0	0	_		0	0	0	_	0	0		_	0	0	0	╟
Peak	6:00 PM 6:15 PM	0	0				0	0	0			0	_	0		0	0	0		0	0	0	┢
M	6:15 PM 6:30 PM	0	0	_			_		0				_	_		0					0	0	┢
σ.	6:45 PM	0	0				0	0	0			0		0		0	0			0	0	0	┢
	7:00 PM	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	┢
	7:45 PM	0	0					0	0			0				0					0	0	\vdash
	8:00 PM	0	0					0	0			0		0	_	0	0				0	0	\vdash
	8:15 PM	0	0					0	0			0		0		0	0			0	0	0	\vdash
	8:30 PM	0	0		_			0	0			0			_	0					0	0	上
	8:45 PM	0	0					0	0					0		0	0				0	0	<u> </u>
	9:00 PM	0	0					0	0			0		0		0					0	0	<u> </u>
	9:15 PM	0	0					0	0			0		0		0	0			0	0	0	上
	9:30 PM	0	0					0	0			0		0		0	0			0	0	0	<u> </u>
	9:45 PM	0	0		_		_		0					0	_	0					0	0	

Peak Hour Heavy Vehicle Volume Summary

re	ak mour m	cavy	Vernicio	e voi	unite s	ullillia	ı y															
				Ψ					+			^							→			
Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	Time Period High School Bus DW			Greydon Avenue					Middle School DW						Hourly							
Sta	Start Time Rig		Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑM	6:45 AM	1	15	0	0	16	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	22
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	5	0	5	0	10	0	2	6	0	8	0	0	0	0	0	0	0	0	0	0	18

15-Minute Heavy Vehicle Percentages

Greydon Avenue & High School Bus DW

0/

Count Basics Start Date:

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

15-Minute Heavy Vehicle Percentages

						БСЗ	← From Fact					↑ Erom South				→ From West					Total	Н	
15-	Minute								rom Ea					om So				Fr	om W	est		Heavy	He
	e Period								don Av					le Scho					don Av			Vehicle	Ve
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	Percent	Pe
	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L
	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		0.0	0.0	0.0	0.0	0.0	0.0	L
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	4
_	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	15.8	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	8.1	H
Period	7:15 AM	0.0	100.0	0.0	0.0	100.0	0.0	0.0	4.5	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	H
Per	7:30 AM	100.0	100.0	0.0	0.0	85.7	0.0	1.7	0.0	0.0	1.2	0.0	0.0	0.0	0.0		0.0	2.9	0.0	0.0	1.7	6.8	H
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
Peak	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
Š	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	H
٧	8:30 AM	0.0		0.0	0.0	0.0			0.0				0.0		0.0		0.0		0.0	0.0			H
	8:45 AM 9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	-
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	\vdash
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	┢
7	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
Period	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	上
Peak	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
В	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ğ	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ξ	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	L
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	L
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	L
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	-
	2:15 PM 2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0 16.7	0.0	0.0	0.0 14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 4.8	-
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	-
	3:00 PM	100.0	0.0	100.0	0.0	100.0	0.0	0.0	60.0	0.0	22.2	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	20.5	-
	3:15 PM	0.0	0.0	100.0	0.0	100.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	4.2	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	L
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	L
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
iod	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	\vdash
Peri	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	┡
eak	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	0.0	0.0	0.0	0.0	0.0	0.0	\vdash
Рес	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	0.0	0.0	0.0	0.0	0.0	\vdash
S	6:15 PM 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	0.0	0.0	\vdash
4	6:30 PM 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	0.0	┢
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	H
	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	上
	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	r
	7:45 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	T
	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	Ĺ
	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	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	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	L
	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	L
	9:30 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	┡
	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	I
^+	als	85.7	100.0	62.5	0.0	86.7	0.0	3.6	10.1	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.5	6.8	

Peak Hour Heavy Vehicle Percentages Summary

Pe	ak Hour H	eavy v	venicie	e Per	centa	ges Sur	nmar	y														
				Ψ					+					1					→			Hourly
Ηοι	ırly		Fre	om No	orth			F	rom E	ast		From South						Fr	om W	est		Heavy
Tim				High School Bus DW				Greydon Avenue				Middle School DW					Greydon Avenue					Vehicle
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	Percent
AM	6:45 AM	50.0	100.0	0.0	0.0	84.2	0.0	3.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.7	5.2
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	100.0	0.0	83.3	0.0	90.9	0.0	4.3	42.9	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7

15-Minute Pedestrian and Bicyclist Data

Greydon Avenue & High School Bus DW

Page 11 of 13
Schools in Session
No Special Events Count Basics
Start Date: Thursday, November 2, 2023
Total Number of Hours Counted: 2

> Pedestrians and Bicyclists ्र

15-Minute Pedestrian and Bicyclist Data

			ossing 🛨	•	Cr	ossing	1	Cr	ossing		Cr	ossing			
15-N	/linute	North App	proach		East App	proach	1	South App	proach 💠		West App	oroach 🗼			
Tim	e Period	High S	School Bus DV	V	Grey	don Avenue		Midd	lle School DW		Grey	don Avenue		15-Min	Hourly
Star	t Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
po	7:15 AM	3	0	3	1	0	1	0	1	1	6	0	6	11	
Period	7:30 AM	0	0	0	0	0	0	0	1	1	4	0	4	5	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ИР	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
po	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
k P	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
γP	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Лid	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	1	1	0	0	0	0	0	1	0	0	0	2	8
	2:45 PM	0	0	0	0	0	0	0	1	0	81	0	0	2	
	3:00 PM 3:15 PM	0	1	1	0	0	0	1	0	1	0	0	81 0	82	-
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
p	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Period	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	\vdash
Pe	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tota		4	3	7	1	0	1	1	4	5	92	0	92	105	•
			,	,		,				,	32	,	JL	103	

Special Pedestrians

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/helpe	Х					
Elderly/Disabled (except wheelchai	Х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

Intersection Traffic Volume Report

Count Basics
Start Date: Thursday, Nover
Total Number of Hours Counted: 2 Page 12 of 13
Schools in Session
No Special Events

15-Minute Adult & Children Count (Manual Entry)

Greydon Avenue & High School Bus DW

15-Minute Adult & Children Pedestrian Data

Crossing

Adults & Children ķ

.5-1	Minute	Cı North Ap		•	Cı East Ap	rossing proach	+	Cr South Ap	ossing oroach 4	•	Cr West Ap	rossing proach	E		
im	e Period	High S	School Bus DW	/	Gre	ydon Avenue		Midd	le School DW	1				15-Min	Но
taı	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults			Totals	Su
	6:00 AM	0		0	0		0	0		0	0		0	0	1 [
	6:15 AM	0		0	0		0	0		0	0		0	0	
	6:30 AM	0		0	0		0	0		0	0		0	0	
	6:45 AM	0		0	0		0	0		0	0		0	0	
	7:00 AM	0		0	0		0	0		0	1		1	1	
3	7:15 AM	3		3	1		1	0		0	6		6	10	1 [
rerioa	7:30 AM	0		0	0		0	0		0	4		4	4	1 [
١	7:45 AM	0		0	0		0	0		0	0		0	0	
7001	8:00 AM	0		0	0		0	0		0	0		0	0	1 [
_	8:15 AM	0		0	0		0	0		0	0		0	0	
Ž	8:30 AM	0		0	0		0	0		0	0		0	0	
	8:45 AM	0		0	0		0	0		0	0		0	0	
	9:00 AM	0		0	0		0	0		0	0		0	0	
	9:15 AM	0		0	0		0	0		0	0		0	0	1 [
	9:30 AM	0		0	0		0	0		0	0		0	0	
	9:45 AM	0		0	0		0	0		0	0		0	0	
	10:00 AM	0		0	0		0	0		0	0		0	0	1 [
	10:15 AM	0		0	0		0	0		0	0		0	0	1
	10:30 AM	0		0	0		0	0		0	0		0	0	1
	10:45 AM	0		0	0		0	0		0	0		0	0	1
5	11:00 AM	0		0	0		0	0		0	0		0	0	1
5	11:15 AM	0		0	0		0	0		0	0		0	0	1
renoa	11:30 AM	0		0	0		0	0		0	0		0	0	1
Ś	11:45 AM	0		0	0		0	0		0	0		0	0	1
reak	12:00 PM	0		0	0		0	0		0	0		0	0	
3	12:15 PM	0		0	0		0	0		0	0		0	0	
wildady	12:30 PM	0		0	0		0	0		0	0		0	0	1 🗁
Ē	12:45 PM	0		0	0		0	0		0	0		0	0	1 🗁
	1:00 PM	0		0	0		0	0		0	0		0	0	1 1
	1:15 PM	0		0	0		0	0		0	0		0	0	1 1
	1:30 PM	0		0	0		0	0		0	0		0	0	1 -
	1:45 PM	0		0	0		0	0		0	0		0	0	1 -
	2:00 PM	0		0	0		0	0		0	0		0	0	
	2:15 PM	0		0	0		0	0		0	0		0	0	▍┝
	2:30 PM	0		0	0		0	0		0	0		0	0	
	2:45 PM	1		1	0		0	0		0	0		0	1	
		0		0	0		0	0		0	81		81	81	l ⊢
	3:00 PM	0			0		0	1			0		0		l ⊢
	3:15 PM	0		0	0		0	0		1	0			1	! ⊢
	3:30 PM	0		0	0		0	0		0	0		0	0	ł ⊢
	3:45 PM													0	▍┝
	4:00 PM	0		0	0		0	0		0	0		0	0	!
	4:15 PM	0		0	0		0	0		0	0		0	0	ŀ
	4:30 PM	0		0	0		0	0		0	0		0	0	l H
	4:45 PM	0		0	0		0	0		0	0		0	0	!
,	5:00 PM	0		0	0		0	0		0	0		0	0	ŀ⊢
	5:15 PM	0		0	0		0	0		0	0		0	0	l H
Ü	5:30 PM	0		0	0		0	0		0	0		0	0	l H
Ę	5:45 PM	0		0	0		0	0		0	0		0	0	ŀ⊢
,	6:00 PM	0		0	0		0	0		0	0		0	0	ŀ⊢
W reak	6:15 PM	0		0	0		0	0		0	0		0	0	ŀ⊢
Ċ	6:30 PM	0		0	0		0	0		0	0		0	0	ŀ⊢
	6:45 PM	0		0	0		0	0		0	0		0	0	Į ⊩
	7:00 PM	0		0	0		0	0		0	0		0	0	Į ⊩
	7:15 PM	0		0	0		0	0		0	0		0	0	Į
	7:30 PM	0		0	0	0 0 0 0			0	0	Į ⊩				
	7:45 PM	0		0	0 0 0 0 0		0	0	▮┕						
	8:00 PM	0		0	0		0	0		0	0		0	0	▮┕
	8:15 PM	0		0	0		0	0		0	0		0	0	▮┕
	8:30 PM	0		0	0		0	0		0	0		0	0	▮∟
	8:45 PM	0		0	0		0	0		0	0		0	0	▮∟
	9:00 PM	0	0		0		0	0		0	0		0	0	▮∟
	9:15 PM	0	0		0		0	0		0	0		0	0	▮∟
	9:30 PM	0		0	0		0	0		0	0		0	0	ΙL
	9:45 PM	0		0	0		0	0		0	0		0	0	1 I T
-	als	4	0	4	1	0	1	1	0	1	92	0	92	98	1 -

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Thursday, November 2, 2023	Weekday	Schools in Session
Total Number	of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Greydon Avenue & High School Bus DW

Bicyclists

15-Minute Bicycle Data

		,,,,,,	Data									_					_						
_				Ψ					←	_				1			From West Greydon Avenue						
	Minute			om No					rom E					om So									
	e Period				Bus DV				ydon A						ol DW							15-Min	H
taı	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn			Thru	Left	U-Tn	Total	Totals	Sι
	6:00 AM					0					0					0			C	0			
	6:15 AM					0					0					0					C	0	
	6:30 AM					0					0					0					C	0	
	6:45 AM					0					0					0					C	0	
	7:00 AM					0					0					0	_				C	0	
Peak Period	7:15 AM					0					0					0					C	0	
eri	7:30 AM					0					0					0					C	0	
2	7:45 AM					0					0					0					C	0	
ea	8:00 AM					0					0					0					C	0	
1 P	8:15 AM					0					0					0					C	0	
AM	8:30 AM					0					0					0					C	0	
	8:45 AM					0					0					0					C	0	
	9:00 AM					0					0					0					0	0	
	9:15 AM					0					0					0					C	0	
	9:30 AM					0					0					0					0	0	
	9:45 AM					0					0					0					C	0	
	10:00 AM					0					0					0					C	0	Г
	10:15 AM					0					0					0					C	0	
	10:30 AM					0					0					0					C	0	
	10:45 AM					0					0					0					C	0	
9	11:00 AM					0	_				0					0					C	_	
Period	11:15 AM					0					0					0					C	0	
Pe	11:30 AM					0	_				0					0					C	0	
Peak	11:45 AM					0	_				0					0					C	0	
Pe	12:00 PM					0					0					0					0	0	
3	12:15 PM					0	+				0					0					0	1	
Midday	12:30 PM					0					0					0	_				0	_	
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	5:00 PM					0					0					0					C		l L
00	5:15 PM					0					0					0	_				C	0	l L
Period	5:30 PM					0					0					0					C	0	l L
¥	5:45 PM					0					0					0					C		ΙL
A Peak	6:00 PM					0	_				0					0	_				C		ΙL
7	6:15 PM					0					0					0	_				C		ΙL
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	6:45 PM					0					0					0					C		
	7:00 PM					0					0					0					0		L
	7:15 PM					0					0					0					C		
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	7:45 PM					0					0					0						0	
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	8:45 PM					0					0					0					C		
	9:00 PM					0					0					0					C		
	9:15 PM					0					0					0					C		
	9:30 PM					0					0					0					0		
						0	_																1 H
	9:45 PM										0					0					0	0	

Peak Hour Bicycle Turning Movement Volume Summary

re	ak noul bi	cycle	Tullill	ig ivit	veili	ent vo	iuille .	Julilli	iai y													
				Ψ					+					1					→			
Ηου	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	/est		Total
Tim	e Period		High S	chool I	Bus DV	ı		Gre	ydon A	venue			Midd	lle Sch	ool DW			Gre	don A	venue		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	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0 0 0		0	0		
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	

Appendix B Existing Traffic Peak Hour Analysis Outputs

Year 2023 Existing Traffic

	•	→	•	•	\	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1	1		ሻ	7
Traffic Volume (vph)	0	215	50	0	35	55
Future Volume (vph)	0	215	50	0	35	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	1727	0	1787	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	1727	0	1787	1599
Link Speed (mph)		25	25		25	
Link Distance (ft)		295	166		392	
Travel Time (s)		8.0	4.5		10.7	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	0	478	111	0	78	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	111	0	78	122
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	<u> </u>
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: C)ther					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 21.6%			IC	CU Level	of Service /

Intersection Capacity Utilization 21.6% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			WDK		
Lane Configurations	^	↑	†	0	<u>ነ</u>	1
Traffic Vol, veh/h	0	215	50	0	35	55
Future Vol, veh/h	0	215	50	0	35	55
Conflicting Peds, #/hr	_ 1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage,	, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	0	478	111	0	78	122
IVIVIII(I IOVV	U	470	- 111	U	70	122
Major/Minor N	/lajor1	N	Major2	Λ	/linor2	
Conflicting Flow All	-	0	-	0	590	112
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	_	_	-	-	6.41	6.21
Critical Hdwy Stg 1	_	_	_	_	5.41	-
Critical Hdwy Stg 2	_			-	5.41	_
Follow-up Hdwy	-	-	-		3.509	3.309
			-			
Pot Cap-1 Maneuver	0	-	-	0	472	944
Stage 1	0	-	-	0	916	-
Stage 2	0	-	-	0	625	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	472	943
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	625	-
21292						
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11.2	
HCM LOS					В	
			MDE	001 6	ND1 6	
Minor Lane/Major Mvmt	i e	EBT	WBT:	SBLn1 S		
Capacity (veh/h)		-	-	472	943	
HCM Lane V/C Ratio		-	-	0.165	0.13	
HCM Control Delay (s)		-	-	14.1	9.4	
HCM Lane LOS		-	_	В	Α	
HCM 95th %tile Q(veh)		-	-	0.6	0.4	

	۶	→	←	•	/	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ĵ»		W	
Traffic Volume (vph)	105	145	50	110	0	0
Future Volume (vph)	105	145	50	110	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.907			
Flt Protected		0.979				
Satd. Flow (prot)	0	1842	1673	0	1881	0
Flt Permitted		0.979				
Satd. Flow (perm)	0	1842	1673	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	3			3	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	233	322	111	244	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	555	355	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	<u> </u>	12	J
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: (Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 37.1%			IC	U Level	of Service A

Intersection Capacity Utilization 37.1% Analysis Period (min) 15

TADI Synchro 11 Report Existing AM Peak Synchro 2011 Report Page 3

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u>- ₽</u>	₩ <u>₩</u>	אטא	→ N	אומט
Traffic Vol, veh/h	105			110		0
	105	145	50	110	0	0
Future Vol, veh/h	105	145	50	110	0	0
Conflicting Peds, #/hr	3	0	0	3	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	3	3	1	1
Mymt Flow	233	322	111	244	0	0
IVIVIIII I IOW	233	JZZ	111	244	U	U
Major/Minor N	Najor1	N	Major2	N	Minor2	
Conflicting Flow All	358	0	-	0	1025	237
Stage 1	-	-	-	_	236	_
Stage 2	_	_	_	_	789	_
Critical Hdwy	4.11	_	_	_	6.41	6.21
Critical Hdwy Stg 1		-	-		5.41	
	-	-	-	-		-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
	2.209	-	-	-		3.309
Pot Cap-1 Maneuver	1206	-	-	-	262	804
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	449	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1203	_	-	_	199	801
Mov Cap-2 Maneuver	-	-	_	_	199	-
Stage 1	_				614	_
		-	-	-		
Stage 2	-	-	-	-	448	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.7		0		0	
HCM LOS	5.7		U		A	
HOW LOS					Α	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1203	-	-	-	-
HCM Lane V/C Ratio		0.194	_	_	_	_
HCM Control Delay (s)		8.7	0	_	_	0
HCM Lane LOS						A
		A	А	-	-	
HCM 95th %tile Q(veh)		0.7	-	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>			4			4			4	
Traffic Volume (vph)	0	80	65	55	125	0	30	0	60	5	15	5
Future Volume (vph)	0	80	65	55	125	0	30	0	60	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.940						0.910			0.973	
Flt Protected					0.985			0.984			0.990	
Satd. Flow (prot)	0	1768	0	0	1817	0	0	1684	0	0	989	0
Flt Permitted					0.985			0.984			0.990	
Satd. Flow (perm)	0	1768	0	0	1817	0	0	1684	0	0	989	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			575			357			367	
Travel Time (s)		6.9			15.7			9.7			10.0	
Confl. Peds. (#/hr)	3		1	1		3	11		1	1		11
Confl. Bikes (#/hr)			2			1			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	85%	85%	85%
Adj. Flow (vph)	0	178	144	122	278	0	67	0	133	11	33	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	400	0	0	200	0	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Aroa Typo:	thor											

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.5%
Analysis Period (min) 15

ICU Level of Service A

Intersection		
Intersection Delay, s/veh	13.2	
Intersection LOS	В	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		£			ર્ન			4			4	
Traffic Vol, veh/h	0	80	65	55	125	0	30	0	60	5	15	5
Future Vol, veh/h	0	80	65	55	125	0	30	0	60	5	15	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	85	85	85
Mvmt Flow	0	178	144	122	278	0	67	0	133	11	33	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		EB		WB			NB			SB		
Opposing Approach		WB		EB			SB			NB		
Opposing Lanes		1		1			1			1		
Conflicting Approach Left		SB		NB			EB			WB		
Conflicting Lanes Left		1		1			1			1		
Conflicting Approach Right		NB		SB			WB			EB		
Conflicting Lanes Right		1		1			1			1		
HCM Control Delay		12.1		15.4			11.1			11.6		
HCM LOS		В		С			В			В		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	33%	0%	31%	20%	
Vol Thru, %	0%	55%	69%	60%	
Vol Right, %	67%	45%	0%	20%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	90	145	180	25	
LT Vol	30	0	55	5	
Through Vol	0	80	125	15	
RT Vol	60	65	0	5	
Lane Flow Rate	200	322	400	56	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.308	0.45	0.584	0.116	
Departure Headway (Hd)	5.552	5.024	5.255	7.549	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	646	715	688	474	
Service Time	3.601	3.065	3.293	5.613	
HCM Lane V/C Ratio	0.31	0.45	0.581	0.118	
HCM Control Delay	11.1	12.1	15.4	11.6	
HCM Lane LOS	В	В	С	В	
HCM 95th-tile Q	1.3	2.3	3.8	0.4	

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		†	1		ሻ	7
Traffic Volume (vph)	0	65	50	0	25	90
Future Volume (vph)	0	65	50	0	25	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1881	1681	0	1787	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	1881	1681	0	1787	1599
Link Speed (mph)		25	25		25	
Link Distance (ft)		295	166		392	
Travel Time (s)		8.0	4.5		10.7	
Confl. Peds. (#/hr)	19			19	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	13%	13%	1%	1%
Adj. Flow (vph)	0	144	111	0	56	200
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	111	0	56	200
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	<u> </u>	12	J ·
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: O	ther					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 20.6%			IC	CU Level	of Service

Intersection Capacity Utilization 20.6% Analysis Period (min) 15

TADI Synchro 11 Report Existing PM Peak Synchro 11 Report Page 1

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LUL			WDR	JDL T	JUK **
	Λ	†		Λ	25	90
Traffic Vol, veh/h	0	65	50	0		
Future Vol, veh/h	0	65	50	0	25	90
Conflicting Peds, #/hr	_ 19	0	0	_ 19	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storag	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	13	13	1	1
Mvmt Flow	0	144	111	0	56	200
WWW. Tiow	O .			U	00	200
Major/Minor	Major1	ľ	Major2		Minor2	
Conflicting Flow All	-	0	-	0	256	112
Stage 1	-	-	-	-	111	-
Stage 2	_	-	_	_	145	_
Critical Hdwy	-	_	_	_	, ,,	6.21
Critical Hdwy Stg 1	_	_	_	_	5.41	- 0.21
Critical Hdwy Stg 2		_		_	5.41	_
	-	-	-	-		
Follow-up Hdwy	-	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	0	-	-	0	735	944
Stage 1	0	-	-	0	916	-
Stage 2	0	-	-	0	885	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	735	943
Mov Cap-2 Maneuver		-	_	_	735	_
Stage 1	-	_	_	_	916	_
Stage 2	_	_	_	_	885	_
Staye 2	-		-	-	000	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		9.9	
HCM LOS					Α	
TIOM EOO					,,	
Minor Lane/Major Mvr	nt	EBT	WBT	SBLn1:	SBLn2	
Capacity (veh/h)		-	-	735	943	
Capacity (VEH/H)				0.076		
		-				
HCM Lane V/C Ratio)	-	_	10.3	9.8	
HCM Lane V/C Ratio HCM Control Delay (s)	-		10.3	9.8 Δ	
HCM Lane V/C Ratio				10.3 B 0.2	9.8 A 0.8	

	•	→	←	•	>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	f)		W	
Traffic Volume (vph)	15	75	50	15	0	0
Future Volume (vph)	15	75	50	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.969			
Flt Protected		0.992				
Satd. Flow (prot)	0	1866	1674	0	1881	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1866	1674	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	14			14	1	1
Confl. Bikes (#/hr)				4		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	33	167	111	33	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	144	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	J	12	Ü
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
<i>J</i> I	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 21.8%			IC	U Level	of Service

Analysis Period (min) 15

TADI Synchro 11 Report Existing PM Peak Synchro 12 Report Page 3

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		¥	
Traffic Vol, veh/h	15	75	50	15	0	0
Future Vol, veh/h	15	75	50	15	0	0
Conflicting Peds, #/hr	14	0	0	14	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	_
Grade, %	-	0	0	-	0	_
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	33	167	111	33	0	0
IVIVIIICI IOVV	33	107	111	33	U	U
	lajor1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	376	143
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
	2.209	-	-	-	3.509	3.309
	1428	-	-	-	627	907
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		_	_	-		
	1409	_	_	_	595	894
Mov Cap-2 Maneuver	-		_	_	595	-
Stage 1	_	_	_	_	852	_
Stage 2			_		797	_
Staye 2	-	-	-		171	-
Approach	EB		WB		SB	
HCM Control Delay, s	1.3		0		0	
HCM LOS					Α	
Minor Lang/Major Mumt		EBL	EBT	WBT	WBR:	CDI n1
Minor Lane/Major Mvmt			EDI	VVDI	WDR.	SDLIII
		1409	-	-	-	-
Capacity (veh/h)		0.004				-
HCM Lane V/C Ratio		0.024	-	-	-	
HCM Lane V/C Ratio HCM Control Delay (s)		7.6	0	-	-	0
HCM Lane V/C Ratio				- - -		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)			र्स			4			4	
Traffic Volume (vph)	0	65	10	15	45	0	15	0	10	5	1	5
Future Volume (vph)	0	65	10	15	45	0	15	0	10	5	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982						0.946			0.938	
Flt Protected					0.988			0.971			0.978	
Satd. Flow (prot)	0	1847	0	0	1661	0	0	1728	0	0	913	0
Flt Permitted					0.988			0.971			0.978	
Satd. Flow (perm)	0	1847	0	0	1661	0	0	1728	0	0	913	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			575			357			367	
Travel Time (s)		6.9			15.7			9.7			10.0	
Confl. Peds. (#/hr)	1		1	1		1	81		1	1		81
Confl. Bikes (#/hr)			2			3			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	91%	91%	91%
Adj. Flow (vph)	0	144	22	33	100	0	33	0	22	11	2	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	0	133	0	0	55	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Aroa Typo:	1thor											

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.3%
Analysis Period (min) 15

ICU Level of Service A

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	А

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		£			र्स			4			4	
Traffic Vol, veh/h	0	65	10	15	45	0	15	0	10	5	1	5
Future Vol, veh/h	0	65	10	15	45	0	15	0	10	5	1	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	91	91	91
Mvmt Flow	0	144	22	33	100	0	33	0	22	11	2	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		EB		WB			NB			SB		
Opposing Approach		WB		EB			SB			NB		
Opposing Lanes		1		1			1			1		
Conflicting Approach Left		SB		NB			EB			WB		
Conflicting Lanes Left		1		1			1			1		
Conflicting Approach Right		NB		SB			WB			EB		
Conflicting Lanes Right		1		1			1			1		
HCM Control Delay		8.2		8.5			7.9			9.3		
HCM LOS		Α		Α			Α			Α		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	60%	0%	25%	45%	
Vol Thru, %	0%	87%	75%	9%	
Vol Right, %	40%	13%	0%	45%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	25	75	60	11	
LT Vol	15	0	15	5	
Through Vol	0	65	45	1	
RT Vol	10	10	0	5	
Lane Flow Rate	56	167	133	24	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.07	0.194	0.168	0.041	
Departure Headway (Hd)	4.507	4.189	4.546	6.013	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	797	860	792	597	
Service Time	2.525	2.201	2.559	4.033	
HCM Lane V/C Ratio	0.07	0.194	0.168	0.04	
HCM Control Delay	7.9	8.2	8.5	9.3	
HCM Lane LOS	Α	Α	Α	А	
HCM 95th-tile Q	0.2	0.7	0.6	0.1	

Appendix C Build Traffic Peak Hour Analysis Outputs

Year 2024 Build Traffic

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ,			ર્ન			4			4	7
Traffic Volume (vph)	0	150	65	55	15	0	30	0	60	35	1	55
Future Volume (vph)	0	150	65	55	15	0	30	0	60	35	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959						0.910				0.850
Flt Protected					0.962			0.984			0.954	
Satd. Flow (prot)	0	1804	0	0	1662	0	0	1684	0	0	1795	1599
Flt Permitted					0.962			0.984			0.954	
Satd. Flow (perm)	0	1804	0	0	1662	0	0	1684	0	0	1795	1599
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		295			166			378			392	
Travel Time (s)		8.0			4.5			8.6			10.7	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	333	144	122	33	0	67	0	133	78	2	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	155	0	0	200	0	0	80	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Time	II											

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.2%

ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)			4			4			4	7
Traffic Vol, veh/h	0	150	65	55	15	0	30	0	60	35	1	55
Future Vol, veh/h	0	150	65	55	15	0	30	0	60	35	1	55
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	10	10	10	1	1	1	1	1	1
Mvmt Flow	0	333	144	122	33	0	67	0	133	78	2	122
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1
Approach		EB		WB			NB			SB		
Opposing Approach		WB		EB			SB			NB		
Opposing Lanes		1		1			2			1		
Conflicting Approach Left		SB		NB			EB			WB		
Conflicting Lanes Left		2		1			1			1		
Conflicting Approach Right		NB		SB			WB			EB		
Conflicting Lanes Right		1		2			1			1		
HCM Control Delay		19.1		11.6			11.7			10.6		
HCM LOS		С		В			В			В		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	0%	79%	97%	0%
Vol Thru, %	0%	70%	21%	3%	0%
Vol Right, %	67%	30%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	215	70	36	55
LT Vol	30	0	55	35	0
Through Vol	0	150	15	1	0
RT Vol	60	65	0	0	55
Lane Flow Rate	200	478	156	80	122
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.324	0.69	0.268	0.158	0.2
Departure Headway (Hd)	5.829	5.197	6.194	7.107	5.897
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	612	693	576	502	604
Service Time	3.906	3.253	4.272	4.886	3.676
HCM Lane V/C Ratio	0.327	0.69	0.271	0.159	0.202
HCM Control Delay	11.7	19.1	11.6	11.2	10.2
HCM Lane LOS	В	С	В	В	В
HCM 95th-tile Q	1.4	5.5	1.1	0.6	0.7

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ĥ		W	
Traffic Volume (vph)	105	140	70	110	0	0
Future Volume (vph)	105	140	70	110	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.918			
Flt Protected		0.979				
Satd. Flow (prot)	0	1842	1693	0	1881	0
Flt Permitted		0.979				
Satd. Flow (perm)	0	1842	1693	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	3			3	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Adj. Flow (vph)	233	311	156	244	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	544	400	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	J
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 37.7%			IC	U Level	of Service A

Intersection Capacity Utilization 37.7% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1	77010	₩	ODIN
Traffic Vol, veh/h	105	140	70	110	0	0
Future Vol, veh/h	105	140	70	110	0	0
Conflicting Peds, #/hr	3	0	0	3	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	233	311	156	244	0	0
Major/Minor I	Major1	N	Major2		Minor2	
Conflicting Flow All	403	0	-	0	1059	282
Stage 1	403	U	-	-	281	202
Stage 2	-	-	-	-	778	-
Critical Hdwy	4.11	-	-	_	6.41	6.21
Critical Hdwy Stg 1	4.11	_	_	_	5.41	0.21
Critical Hdwy Stg 2	_		_	_	5.41	_
Follow-up Hdwy	2.209	_	_	_	3.509	
Pot Cap-1 Maneuver	1161	-	_	_	250	759
Stage 1	-	_	_	_	769	-
Stage 2	_	-	_	_	455	_
Platoon blocked, %		_	_	_	700	
Mov Cap-1 Maneuver	1158	-	_	_	188	756
Mov Cap-2 Maneuver	-	-	_	_	188	-
Stage 1	-	_	_	_	581	_
Stage 2	_	_	_	_	454	_
Stage 2					דטד	
Approach	EB		WB		SB	
HCM Control Delay, s	3.8		0		0	
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBI n1
Capacity (veh/h)		1158			-	
HCM Lane V/C Ratio		0.201	_	_	_	_
HCM Control Delay (s)		8.9	0	_	_	0
HCM Lane LOS		A	A	-	_	A
HCM 95th %tile Q(veh))	0.8	-	-	-	_
	,	3.0				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ĵ.			ર્ન			4			4	
Traffic Volume (vph)	0	140	0	5	175	0	0	0	1	5	15	5
Future Volume (vph)	0	140	0	5	175	0	0	0	1	5	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.865			0.973	
Flt Protected					0.999						0.990	
Satd. Flow (prot)	0	1881	0	0	1843	0	0	1627	0	0	989	0
Flt Permitted					0.999						0.990	
Satd. Flow (perm)	0	1881	0	0	1843	0	0	1627	0	0	989	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			575			357			367	
Travel Time (s)		6.9			15.7			9.7			10.0	
Confl. Peds. (#/hr)	3		1	1		3	11		1	1		11
Confl. Bikes (#/hr)			2			1			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	85%	85%	85%
Adj. Flow (vph)	0	311	0	11	389	0	0	0	2	11	33	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	400	0	0	2	0	0	55	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Anna Tuna	Ale e u											

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 28.0%

ICU Level of Service A

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ą.			ર્ન			4			4	
Traffic Vol, veh/h	0	140	0	5	175	0	0	0	1	5	15	5
Future Vol, veh/h	0	140	0	5	175	0	0	0	1	5	15	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	85	85	85
Mvmt Flow	0	311	0	11	389	0	0	0	2	11	33	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		EB		WB				NB		SB		
Opposing Approach		WB		EB				SB		NB		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SB		NB				EB		WB		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NB		SB				WB		EB		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		10.5		11.9				8.1		10.7		
HCM LOS		В		В				Α		В		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	3%	20%
Vol Thru, %	0%	100%	97%	60%
Vol Right, %	100%	0%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	140	180	25
LT Vol	0	0	5	5
Through Vol	0	140	175	15
RT Vol	1	0	0	5
Lane Flow Rate	2	311	400	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.392	0.498	0.105
Departure Headway (Hd)	4.988	4.537	4.486	6.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	793	804	523
Service Time	3.065	2.567	2.513	4.899
HCM Lane V/C Ratio	0.003	0.392	0.498	0.107
HCM Control Delay	8.1	10.5	11.9	10.7
HCM Lane LOS	А	В	В	В
HCM 95th-tile Q	0	1.9	2.8	0.3

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1>			र्स			4			4	7
Traffic Volume (vph)	0	55	10	15	30	0	15	0	10	25	1	90
Future Volume (vph)	0	55	10	15	30	0	15	0	10	25	1	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.979						0.946				0.850
Flt Protected					0.984			0.971			0.954	
Satd. Flow (prot)	0	1842	0	0	1655	0	0	1728	0	0	1795	1599
Flt Permitted					0.984			0.971			0.954	
Satd. Flow (perm)	0	1842	0	0	1655	0	0	1728	0	0	1795	1599
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		295			166			378			392	
Travel Time (s)		8.0			4.5			10.3			10.7	
Confl. Peds. (#/hr)	19		1	1		19	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	122	22	33	67	0	33	0	22	56	2	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	100	0	0	55	0	0	58	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.6%
Analysis Period (min) 15

ICU Level of Service A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)			ર્ન			4			4	7
Traffic Vol, veh/h	0	55	10	15	30	0	15	0	10	25	1	90
Future Vol, veh/h	0	55	10	15	30	0	15	0	10	25	1	90
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	1	1	1
Mvmt Flow	0	122	22	33	67	0	33	0	22	56	2	200
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1
Approach		EB		WB			NB			SB		
Opposing Approach		WB		EB			SB			NB		
Opposing Lanes		1		1			2			1		
Conflicting Approach Left		SB		NB			EB			WB		
Conflicting Lanes Left		2		1			1			1		
Conflicting Approach Right		NB		SB			WB			EB		
Conflicting Lanes Right		1		2			1			1		
HCM Control Delay		8.8		9			8.2			8.8		
HCM LOS		Α		А			Α			Α		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	0%	33%	96%	0%
Vol Thru, %	0%	85%	67%	4%	0%
Vol Right, %	40%	15%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	65	45	26	90
LT Vol	15	0	15	25	0
Through Vol	0	55	30	1	0
RT Vol	10	10	0	0	90
Lane Flow Rate	56	144	100	58	200
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.074	0.187	0.141	0.091	0.248
Departure Headway (Hd)	4.795	4.672	5.082	5.653	4.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	767	704	634	804
Service Time	2.84	2.71	3.124	3.387	2.199
HCM Lane V/C Ratio	0.075	0.188	0.142	0.091	0.249
HCM Control Delay	8.2	8.8	9	9	8.7
HCM Lane LOS	Α	Α	Α	Α	Α
HCM 95th-tile Q	0.2	0.7	0.5	0.3	1

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ĥ		W	
Traffic Volume (vph)	15	75	45	15	0	0
Future Volume (vph)	15	75	45	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.967			
Flt Protected		0.992				
Satd. Flow (prot)	0	1866	1670	0	1881	0
Flt Permitted		0.992				
Satd. Flow (perm)	0	1866	1670	0	1881	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		166	253		384	
Travel Time (s)		4.5	6.9		10.5	
Confl. Peds. (#/hr)	14			14	1	1
Confl. Bikes (#/hr)				4		1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	10%	10%	1%	1%
Adj. Flow (vph)	33	167	100	33	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	133	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	<u> </u>	12	<u> </u>
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	,,,,,		9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: C	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati			IC	U Level	of Service.	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	15	75	45	15	0	0
Future Vol, veh/h	15	75	45	15	0	0
Conflicting Peds, #/hr	14	0	0	14	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	.,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	1	1	10	10	1	1
Mvmt Flow	33	167	100	33	0	0
NA ' /NA'	1 1 1		4 ' 0		\ A' \ \ O	
	Major1		Major2		Minor2	400
Conflicting Flow All	147	0	-	0	365	132
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	
Pot Cap-1 Maneuver	1441	-	-	-	637	920
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	605	907
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	797	-
Approach	EB		WB		SB	
	1.3				0	
HCM Control Delay, s HCM LOS	1.3		0			
HCIVI LUS					А	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1422	-	-	-	-
HCM Lane V/C Ratio		0.023	-	-	-	-
HCM Control Delay (s)		7.6	0	-	-	0
HCM Lane LOS		A	A	-	-	A
HCM 95th %tile Q(veh)		0.1	-	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		î»			र्स			4			4	
Traffic Volume (vph)	0	75	0	5	55	0	0	0	1	5	1	5
Future Volume (vph)	0	75	0	5	55	0	0	0	1	5	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.865			0.938	
Flt Protected					0.996						0.978	
Satd. Flow (prot)	0	1881	0	0	1675	0	0	1627	0	0	913	0
Flt Permitted					0.996						0.978	
Satd. Flow (perm)	0	1881	0	0	1675	0	0	1627	0	0	913	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			575			357			367	
Travel Time (s)		6.9			15.7			9.7			10.0	
Confl. Peds. (#/hr)	1		1	1		1	81		1	1		81
Confl. Bikes (#/hr)			2			3			1			1
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles (%)	1%	1%	1%	13%	13%	13%	1%	1%	1%	91%	91%	91%
Adj. Flow (vph)	0	167	0	11	122	0	0	0	2	11	2	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	133	0	0	2	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 26.9%

ICU Level of Service A

Intersection			
Intersection Delay, s/veh	8.2		
Intersection LOS	Α		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		f)			र्स			4			4	
Traffic Vol, veh/h	0	75	0	5	55	0	0	0	1	5	1	5
Future Vol, veh/h	0	75	0	5	55	0	0	0	1	5	1	5
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	1	1	1	13	13	13	1	1	1	91	91	91
Mvmt Flow	0	167	0	11	122	0	0	0	2	11	2	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach		EB		WB				NB		SB		
Opposing Approach		WB		EB				SB		NB		
Opposing Lanes		1		1				1		1		
Conflicting Approach Left		SB		NB				EB		WB		
Conflicting Lanes Left		1		1				1		1		
Conflicting Approach Right		NB		SB				WB		EB		
Conflicting Lanes Right		1		1				1		1		
HCM Control Delay		8.1		8.2				7		9.2		
HCM LOS		А		Α				Α		Α		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	0%	0%	8%	45%	
Vol Thru, %	0%	100%	92%	9%	
Vol Right, %	100%	0%	0%	45%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	1	75	60	11	
LT Vol	0	0	5	5	
Through Vol	0	75	55	1	
RT Vol	1	0	0	5	
Lane Flow Rate	2	167	133	24	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.002	0.188	0.16	0.04	
Departure Headway (Hd)	4.014	4.064	4.31	5.937	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	897	873	824	607	
Service Time	2.015	2.135	2.38	3.937	
HCM Lane V/C Ratio	0.002	0.191	0.161	0.04	
HCM Control Delay	7	8.1	8.2	9.2	
HCM Lane LOS	А	Α	Α	Α	
HCM 95th-tile Q	0	0.7	0.6	0.1	